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APPENDIX A

Corridor Evaluation Supporting Information

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Gulf Coast Parkway (ETDM #7559) Justification for Eliminating Alternatives in the Environmental Screening Tool (EST)

The following information was entered into the EST as justification for eliminating each alternative. This text was derived directly from correspondence between the FDOT, Opportunity Florida, FHWA and state and federal agencies that make up the ETAT.

EST Alternatives #1 through #6: The Gulf Coast Parkway project (ETDM #7559) was submitted, on behalf of Opportunity Florida, as part of the ETDM process into the Environmental Screening Tool (EST) for Environmental Technical Advisory Team (ETAT) review in February 2006. The review consisted of six alignments within the recommended Corridor B of the original Corridor Feasibility Study. During the ETAT review period, the level of Dispute Resolution Degree of Effects was selected by the U.S. Army Corp of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, and Northwest Florida Water Management District for the Wetlands, Wildlife and Habitat, and Secondary and Cumulative Effects issues within Corridor B. Through coordination with the Federal Highway Administration (FHWA), FDOT District Three and FHWA met with the agencies with jurisdiction over these issues, to discuss and potentially resolve these Dispute Resolutions.

One of the decisions resulting from the Dispute Resolution Meeting is for Opportunity Florida to submit, not just Corridor B but to submit all viable corridors to the ETAT for review through the EST. These corridors include corridors from the previous Corridor Study Report completed in 2004 which can be downloaded from the EST. As part of the ETDM Programming Screen Evaluation for the Gulf Coast Parkway project, an opportunity was extended on November 16, 2006 to state and federal agency members of the ETAT to offer Alternative Corridors for consideration in the Project Development and Environment (PD&E) Study. Eight alternative corridors were received to be considered in addition to the five corridors analyzed during the Gulf Coast Parkway Corridor Study completed in 2003.

National Environmental Policy Act (NEPA) guidelines require that in order for any corridor to be considered viable, it must meet the projects accepted purpose and need. In correspondence sent to FDOT by FHWA on January 25, 2007, FHWA determined that of the 13 corridors considered, six (Corridors E, F, G, I, J, and M) were not considered viable corridors because they do not meet the projects accepted purpose and need. Corridors A, B, C, D, H, K, and L will be carried forward for continued study.

EST Alternatives #19 and #20: As part of the ETDM Programming Screen Evaluation for the Gulf Coast Parkway project, an opportunity was extended to state and federal agency members of the ETAT to offer Alternative Corridors for consideration in the Project Development and Environment (PD&E) Study. Notification of a two week period (10 business days) for submitting corridors was sent November 16, 2006. At the close of the period eight alternative corridors were received, to be considered in addition to the five corridors analyzed during the Gulf Coast Parkway Corridor Study completed in 2003.

EST Alternative #19 and #20 were created as placeholders for any additional alternative corridors that were submitted by the ETAT. Since no other alternatives were received the placeholder has been eliminated.

Corridor E (EST Alternative #21): Original corridor analyzed as a part of the Gulf Coast Parkway Corridor Feasibility study, this corridor is approximately 40.79 miles long. Its northern terminus is approximately 29.19 miles from the proposed new airport; 21.60 miles from the existing airport; and 8.41 miles from the Intermodal Distribution Center. An alignment within this corridor could not provide direct access back to US 98. **This corridor meets two of nine criteria for purpose and need and is NOT recommended for further study.**

This corridor fails to meet the following criteria as it does not:

Reduce travel times for residents from south Bay and Gulf Counties to employment centers in Bay County.

- An alignment within this corridor would be approximately 31.32 miles longer than the existing US 98 route (approximately 26.52 miles in total length). Based on distance from southern terminus to the nearest Panama City, city limit.

Provide a more direct route between US 98 and new freight transfer facilities on US 231 within Bay County

- An alignment within this corridor would be approximately 15.29 miles longer than the existing US 98 route (approximately 33.80 miles in total length)

Improve access between enterprise zones along CR 386 and US 98 in Gulf County and US 231 in Bay County.

- The length of this corridor is nearly 15 miles longer than the length of the existing US 98 route, and the northern terminus is located 16.72 miles from enterprise zones in Bay County, thus it does not meet this criteria.

Provide a more direct route from south Gulf County to the Panama City International Airport (both existing and proposed).

- An alignment within this corridor would be approximately 31.29 miles longer to the existing airport and 22.48 miles longer to the proposed airport than the existing US 98 route (which is approximately 31.10 miles and 47.50 miles in distance from the existing and proposed airports respectively)

Increase traffic capacity for existing roadways; in particular for the currently congested sections of US 98.

- On US 98 through Bay County level of service is beginning to fail. A roadway through this corridor will be approximately 31.32 miles longer than the existing US 98 route (approximately 26.52 miles) and is therefore unlikely to attract trips from the overly congested portions of US 98.

Improve security for the Tyndall Air Force Base by providing an alternative route to US 98.

- The location of this corridor travels along existing roadways (CR 386, Jarrott Daniels Road, and SR 22) to provide the nearest access to US 98. As these routes all currently exist an alignment through this corridor would not provide another alternative route to US 98 around Tyndall AFB.

Identify a new corridor consistent with the adopted Bay County Long Range Transportation Plan; and the Bay and Gulf Counties Comprehensive Plans.

- Since this corridor does not provide improved access between intermodal facilities, improve travels times between south Gulf County and US 98, nor serve as an alternative route to US 98 around Tyndall AFB, it would not be consistent with the goals set forth in the above mention plans.

Corridor F (EST Alternative #22): Submitted by the Northwest Florida Water Management District (NFWFMD), this corridor is approximately 53.08 miles long. Its northern terminus is approximately 21.12 miles from the proposed new airport; 4.6 miles from the existing airport; and 8.99 miles from the Intermodal Distribution Center. An alignment within this corridor would provide access back to US 98 on the existing SR 22 roadway. **This corridor meets none of the criteria for purpose and need and is NOT recommended for further study.**

This corridor fails to meet the following criteria as it does not:

Reduce travel times for residents from south Bay and Gulf Counties to employment centers in Bay County.

- Since this corridor is on entirely existing roadways that are farther away from the areas concerned as well as 26.58 miles longer than the existing US 98 route this criteria cannot be met.

Provide a more direct route between US 98 and new freight transfer facilities on US 231 within Bay County

- An alignment within this corridor would be approximately 28.20 miles longer than the existing US 98 route (approximately 33.80 miles in total length)

Improve access between enterprise zones along CR 386 and US 98 in Gulf County and US 231 in Bay County.

- This corridor does not improve access as it is on existing roadways that already provide this access.

Provide a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County

- This corridor does not reach US 231 until almost within the limits of Panama City. As it is on existing roadways, it does not provide any more direct access than what is already available.

Provide a more direct route from south Gulf County to the Panama City International Airport (both existing and proposed).

- An alignment within this corridor would be approximately 31.18 miles longer to the existing airport and 26.70 miles longer to the proposed airport than the existing US 98 route (which is approximately 31.10 miles and 47.50 miles in distance from the existing and proposed airports respectively)

Increase traffic capacity for existing roadways; in particular for the currently congested sections of US 98.

- On US 98 through Bay County level of service is beginning to fail. A roadway through this corridor will be approximately 26.58 miles longer than the existing US 98 route (approximately 26.52 miles) and is therefore unlikely to attract trips from the overly congested portions of US 98.

Improve security for the Tyndall Air Force Base by providing an alternative route to US 98.

- The location of this corridor travels along existing roadways (SR 71 and SR 22) to provide the nearest access to US 98. As these routes all currently exist an alignment through this corridor would not provide another alternative route to US 98 around Tyndall AFB.

Provide alternatives to the existing emergency evacuation routes

- No alternative evacuation routes are provided by this corridor.

Identify a new corridor consistent with the adopted Bay County Long Range Transportation Plan; and the Bay and Gulf Counties Comprehensive Plans.

- Since this corridor does not provide improved access between intermodal facilities, improve travels times between south Gulf County and US 98, nor serve as an alternative route to US 98 around Tyndall AFB, it would not be consistent with the goals set forth in the above mention plans.

Corridor I (EST Alternative #23): Submitted by the USACOE, the northern terminus does not intersect with US 231 as defined in the project's purpose and need statement. Instead the terminus is at I-10 and thus the corridor length is approximately 74.81 miles long. At its nearest point, the corridor is 46.93 miles from the proposed new airport; 32.89 miles from the existing airport; and 32.93 miles from the Intermodal Distribution Center. An alignment within this corridor would not provide access back to US 98. **This corridor meets none of the criteria for purpose and need and is NOT recommended for further study.**

This corridor fails to meet the following criteria as it does not:

Reduce travel times for residents from south Bay and Gulf Counties to employment centers in Bay County.

- This corridor is on entirely existing roadways that are farther away from the areas concerned, at its closest point the route is approximately 23.72 miles longer than the existing US 98 route. Further, the corridor's improvement do not extend to employment centers in Bay County

Provide a more direct route between US 98 and new freight transfer facilities on US 231 within Bay County

- An alignment within this corridor would be approximately 23.72 miles longer than the existing US 98 route (approximately 33.80 miles in total length)

Improve access between enterprise zones along CR 386 and US 98 in Gulf County and US 231 in Bay County.

- This corridor does not improve access as it is on existing roadways that already provide this access.

Provide a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County

- This corridor does not reach US 231.

Provide a more direct route from south Gulf County to the Panama City International Airport (both existing and proposed).

- No additional access to either airport is provided by this corridor.

Increase traffic capacity for existing roadways; in particular for the currently congested sections of US 98.

- Improvements to the existing roadways through this corridor will not improve congestion on most of the roads in the study area.

Improve security for the Tyndall Air Force Base by providing an alternative route to US 98.

- The location of this corridor travels along existing roadways (CR 386 and SR 71) and does not provide access to US 98. Thus this would not provide an alternative route.

Provide alternatives to the existing emergency evacuation routes

- No alternate evacuation routes are provided by this corridor.

Identify a new corridor consistent with the adopted Bay County Long Range Transportation Plan; and the Bay and Gulf Counties Comprehensive Plans.

- Improvements to CR 386 and SR 71 are not mentioned in any of the above plans.

Corridor G (EST Alternative #24): Submitted by the NFWFMD, this corridor is approximately 51.13 miles long. Its northern terminus is approximately 21.12 miles from the proposed new airport; 4.6 miles from the existing airport; and 8.99 miles from the Intermodal Distribution Center. An alignment within this corridor would provide access back to US 98 on the existing SR 22 roadway. **This corridor meets none of the criteria for purpose and need and is NOT recommended for further study.**

This corridor fails to meet the following criteria as it does not:

Reduce travel times for residents from south Bay and Gulf Counties to employment centers in Bay County.

- Since this corridor is on entirely existing roadways that are farther away from the areas concerned as well as 24.63 miles longer than the existing US 98 route this criteria cannot be met.

Provide a more direct route between US 98 and new freight transfer facilities on US 231 within Bay County

- An alignment within this corridor would be approximately 24.63 miles longer than the existing US 98 route (approximately 33.80 miles in total length)

Improve access between enterprise zones along CR 386 and US 98 in Gulf County and US 231 in Bay County.

- This corridor does not improve access as it is on existing roadways that already provide this access.

Provide a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County

- This corridor does not reach US 231 until almost within the limits of Panama City. As it is on existing roadways it does not provide any more direct access than what is already available.

Provide a more direct route from south Gulf County to the Panama City International Airport (both existing and proposed).

- An alternative within this corridor would be approximately 31.18 miles longer to the existing airport and 26.70 miles longer to the proposed airport than the existing US 98 route (which is approximately 31.10 miles and 47.50 miles in distance from the existing and proposed airports respectively)

Increase traffic capacity for existing roadways; in particular for the currently congested sections of US 98.

- On US 98 through Bay County level of service is beginning to fail. A roadway through this corridor will be approximately 24.63 miles longer than the existing US 98 route (approximately 26.52 miles) and is therefore unlikely to attract trips from the overly congested portions of US 98.

Improve security for the Tyndall Air Force Base by providing an alternative route to US 98.

- The location of this corridor travels along existing roadways (CR 386 and SR 22) to provide the nearest access to US 98. As these routes all currently exist an alignment through this corridor would not provide another alternative route to US 98 around Tyndall AFB.

Provide alternatives to the existing emergency evacuation routes

- No alternative evacuation routes are provided by this corridor.

Identify a new corridor consistent with the adopted Bay County Long Range Transportation Plan; and the Bay and Gulf Counties Comprehensive Plans.

Since this corridor does not provide improved access between intermodal facilities, improve travels times between south Gulf County and US 98, nor serve as an alternative route to US 98 around Tyndall AFB, it would not be consistent with the goals set forth in the above mention plans.

Corridor J (EST Alternative #25): Submitted by the USACOE, the northern terminus does not intersect with US 231 as defined in the project's purpose and need statement. Instead the terminus is at I-10 and thus the corridor length is approximately 74.81 miles long. At its nearest point, the corridor is 46.93 miles from the proposed new airport; 32.89 miles from the existing airport; and 32.93 miles from the Intermodal Distribution Center. An alignment within this corridor would not provide access back to US 98. This corridor meets none of the criteria for Purpose and Need and is **NOT recommended for further study.**

This corridor fails to meet the following criteria as it does not:

Reduce travel times for residents from south Bay and Gulf Counties to employment centers in Bay County.

- This corridor is on entirely existing roadways that are farther away from the areas concerned, at its closest point the route is approximately 21.00 miles longer than the existing US 98 route. Further, the corridor's improvement do not extend to employment centers in Bay County

Improve access between enterprise zones along CR 386 and US 98 in Gulf County and US 231 in Bay County.

- This corridor does not improve access as it is on existing roadways that already provide this access.

Provide a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County

- This corridor does not reach US 231.

Provide a more direct route from south Gulf County to the Panama City International Airport (both existing and proposed).

- No additional access to either airport is provided by this corridor.

Increase traffic capacity for existing roadways; in particular for the currently congested sections of US 98.

- Improvements to the existing roadways through this corridor will not improve congestion on most of the roads in the study area.

Improve security for the Tyndall Air Force Base by providing an alternative route to US 98.

- The location of this corridor travels along existing roadways (CR 386, SR 71) and does not provide access to US 98. Thus this would not provide an alternative route.

Provide alternatives to the existing emergency evacuation routes

- No alternate evacuation routes are provided by this corridor.

Identify a new corridor consistent with the adopted Bay County Long Range Transportation Plan; and the Bay and Gulf Counties Comprehensive Plans.

- Improvements to CR 386 and SR 71 are not mentioned in any of the above plans.

Corridor M (EST Alternative #26): Submitted by the USACOE, its northern terminus does not intersect with US 231 as defined in the project's purpose and need statement. Instead its terminus is at I-10 and thus the corridor length is approximately 74.81 miles long. At its nearest point the corridor is 46.93 miles from the proposed new airport; 32.89 miles from the existing airport; and 32.93 miles from the Intermodal Distribution Center. An alignment within this corridor would not provide access back to US 98. **This corridor meets none of the criteria for purpose and need and is NOT recommended for further study.**

This corridor fails to meet the following criteria as it does not:

Reduce travel times for residents from south Bay and Gulf Counties to employment centers in Bay County.

- This corridor is on entirely existing roadways that are farther away from the areas concerned, at its closest point the route is approximately 23.72 miles longer than the existing US 98 route. Further, the corridor's improvement do not extend to employment centers in Bay County

Provide a more direct route between US 98 and new freight transfer facilities on US 231 within Bay County

- An alignment within this corridor would be approximately 23.72 miles longer than the existing US 98 route (approximately 33.80 miles in total length)

Improve access between enterprise zones along CR 386 and US 98 in Gulf County and US 231 in Bay County.

- This corridor does not improve access as it is on existing roadways that already provide this access.

Provide a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County

- This corridor does not reach US 231.

Provide a more direct route from south Gulf County to the Panama City International Airport (both existing and proposed).

- No additional access to either airport is provided by this corridor.

Increase traffic capacity for existing roadways; in particular for the currently congested sections of US 98.

- Improvements to the existing roadways through this corridor will not improve congestion on most of the roads in the study area.

Improve security for the Tyndall Air Force Base by providing an alternative route to US 98.

- The location of this corridor travels along existing roadways (CR 386, SR 71, and SR 73) and does not provide access to US 98. Thus this would not provide an alternative route.

Provide alternatives to the existing emergency evacuation routes

- No alternate evacuation routes are provided by this corridor.

Identify a new corridor consistent with the adopted Bay County Long Range Transportation Plan; and the Bay and Gulf Counties Comprehensive Plans.

- Improvements to CR 386 and SR 71 are not mentioned in any of the above plans.

Alternative 7



LEGEND
 — Alternative 7



10000'

Alternative 8



LEGEND
 — Alternative 8



10000'

Alternative 9



LEGEND
 — Alternative 9



10000'

Alternative 10



LEGEND
 — Alternative 10



10000'

Alternative 11



LEGEND
 — Alternative 11



10000'

Alternative 12



LEGEND
 — Alternative 12



10000'

Alternative 13



LEGEND
 — Alternative 13



10000'

Alternative 14



LEGEND
 — Alternative 14



10000'

Alternative 15



LEGEND
 — Alternative 15



10000'

Alternative 16



LEGEND
 — Alternative 16



10000'

Alternative 17



Alternative 18



LEGEND
 — Alternative 18



10000'

APPENDIX B

Segment Pairs Analysis Documentation

Comparative Evaluation of Segments

Comparison of Segments 3 and 4

Segments 3 and 4 represent the two options for how Alternatives 8, 14, and 15 cross over Wetappo Creek and the Intercoastal Waterway. Segment 3 is approximately 0.5 miles shorter than Segment 4. Table 1 shows the comparative evaluation of the two segments, items highlighted in red represent a major difference in the amount of impacts between the two segments.

Table 1: Segment 3 and Segment 4 Comparison

	Segment 3	Segment 4
Total Acres	161.2	172.3
Total Length (miles)	5.3	5.8
Physical and Social		
Fire Station Locations(250' Segment Buffer)	0	1
Archeological Site	0	0
Historical Structure Locations	0	5
Storage Tanks (250' Segment Buffer)	0	2
Total Parcels	19	31
Residential Relocations	0	0
Business Relocations	0	0
Habitat		
FNAI Managed Areas		
FNAI A	0	0
FNAI B	12.3	7.2
FNAI C	0	0
Total Acres	12.3	7.2
FNAI Rare Species Habitat Conservation Priorities		
1 (highest)	0	0
2	0	0
3	0	0
4	0	0
5	139.1	143.8
6 (lowest)	0	0
Total Acres	139.1	143.8
Clip Priority(Acres)		
1 (highest)	0	0
2	0	0.2
3	74.1	63.5
4	70.6	84.9
5 (lowest)	16.58	6.5
Total Acres	161.2	155.1
Hotspots(Acres)		
3-4 Focal Species	16.1	7.5
5-6 Focal Species	35.4	2.4
7+ Focal Species	29.6	0

	Segment 3	Segment 4
<i>Species Occurrence</i>	0	13.9
Total Acres	81.1	23.8
Integrated Wildlife Habitat Ranking System		
<i>1 species of Special Concern</i>	0	0
<i>2-3 species of Special Concern</i>	0	58.1
<i>4-5 species of Special Concern</i>	19.2	53.8
<i>6-7 species of Special Concern</i>	29.6	39.2
<i>8-9 species of Special Concern</i>	41.0	21.2
<i>1 Threatened Species</i>	71.5	0
<i>2-3 Threatened Species</i>	0	0
<i>4-5 Threatened Species</i>	0	0
<i>6-7 Threatened Species</i>	0	0
Total Acres	161.3	172.3
TNC (Priority) Ecological Areas(Acres)	0	0
Wetlands		
Priority Wetlands		
<i>1-3 Focal Species in uplands</i>	19.9	2.6
<i>4-6 Focal Species in uplands</i>	0	0
<i>1-3 Focal Species in wetlands</i>	12.7	0
<i>4-6 Focal Species in wetlands</i>	8	5.0
Total Acres	40.6	7.6
FLUCFCS (Field) Wetlands (Acres)	78.3	100.4
Species		
FNAI FLEO(250' Segment Buffer)	0	0
Black Bear Kills	0	0
Panama City Crayfish (Range)	0	0
Panama City Crayfish (Occurrences)	0	0
Elemental Occurrence Data (Field)	9	3
Floodplains (FEMA & DFIRM)		
100-year Floodplain(Acres)	161.2	172.3
500-year Floodplain(Acres)	0	0
Water Bodies		
NHD Waterbodies(Acres)	4.4	0
NHD Area(Acres)	3.2	1.5
Surface Water Class Boundaries(Acres)	0	0
Costs		
Right of Way Costs	\$7.2	\$15.8
Wetland Mitigation Costs	\$7.8	10.0
2-Lane Roadway Cost Estimate	\$66.2	\$62.0
4-Lane Roadway Cost Estimate	\$108	\$131.7
Total Costs	\$123.0	\$157.5

Segment 3 has more natural environmental impacts on both habitat and species, however has less wetland impacts. At first glance, the lower wetland numbers for a segment entirely on new alignment versus a segment that travels in part along an existing roadway seems odd. However,

due to the extra length of Segment 4 the total amount of new alignment for each segment is about the same.

Segment 4 remains along existing CR 386 for a longer length and therefore has greater impacts to the social and physical environment, the most notable of which are the five historic structures (though a determination of eligibility for the historic register has not yet been made for these structures), and the 12 additional parcel impacts; although neither segment is expected to require any relocations. Both the right-of-way costs and construction costs for Segment 4 are greater as well.

Public comment specific to these segments received from Gulf County citizens stated a strong preference for an alignment that did not create a new bridge over Wetappo Creek, which only Segment 4 would require. Comment received from the local governments and organizations in Gulf County stated a preference that the selected alignment remains within the county to help with the promotion of economic development. Since both segments are entirely within the county, and since both segments travel through the same designated Enterprise Zone either segment would be suitable for these concerns.

Both segments help the overall alignments to meet the project's purpose and need. However Segment 3 would create a new (high level) bridge over the ICWW and Wetappo Creek that travels in a more direct route north. Segment 4 would utilize the existing Overstreet Bridge first, and then create a new (high level) bridge over Wetappo Creek further upstream. Because of the bridge location for Segment 3, and because the bridge on this segment would *not* have to first utilize an existing bridge, Segment 3 would provide a better hurricane evacuation option.

The greater length of Segment 4 makes it a worse option for the avoidance and minimization of impacts. The amount of total new alignment created by Segment 4 is nearly identical to that of Segment 3, as a result the natural environmental impacts are not lessened by the fact that a portion of Segment 4 travels along existing roadway. While Segment 4 performs better at avoiding species and habitat impacts, it creates greater wetlands impacts, has more physical environmental impacts, costs approximately \$30 million more, and is not as favorable an option to the citizens based on public comment. Additionally, Segment 4 would perform somewhat less well in meeting the hurricane evacuation criteria for the project's purpose and need. Further it is possible that the additional species and habitat impacts created by Segment 3 could be mitigated for in a manner that reduces the magnitude of those impacts.

Based on the comparative evaluation of these segments, Segment 3 is considered for further study and Segment 4 is rejected.

Comparison of Segments 9 and 10

Segments 9 and 10 represent the two options for how Alternatives 8, 14, and 15 travel from north of the ICWW to SR 22. Segment 9 includes the turning movements represented by Segments 5 or 6 (depending on the segment to the south), while Segment 10 includes the turning movements represented by Segments 7 or 8 (again, depending on the segment to the south).

Since Segment 3 was selected for further evaluation in the previous analysis, the turning movement represented by Segments 6 has been included in the Segment 9 values, and the turning movement represented by Segment 8 has been included in the Segment 10 values; as Segments 6 and 8 are the turning movements which connect to Segment 3.

Segment 9 is approximately 1.0 miles shorter than Segment 10. Table 2 shows the comparative evaluation of the two segments, items highlighted in red represent a major difference in the amount of impacts between the two segments.

Table 2: Segment 9 and Segment 10 Comparison

	Segment 5, 6, 9	Segment 7,8, 10
Total Acres	178.9	209.4
Total Length (miles)	5.9	6.9
Physical and Social		
Fire Station Locations(250' Segment Buffer)	0	0
Archeological Site	0	0
Historical Structure Locations	0	0
Storage Tanks (250' Segment Buffer)	0	0
Total Parcels	9	17
Residential Relocations	0	0
Business Relocations	0	0
Habitat		
FNAI Managed Areas (Acres)		
FNAI A	0	0
FNAI B	14.5	0
FNAI C	4.6	4.7
Total Acres	19.2	4.7
FNAI Rare Species Habitat Conservation Priorities		
1	104.5	187.6
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
Total Acres	104.5	187.6
Clip Priority(Acres)		
1	0	0
2	0	0
3	0	0
4	4.1	5.2
5	174.9	204.2
Total Acres	178.9	209.4
Hotspots(Acres)		
3-4 Focal Species	0	0
5-6 Focal Species	2.7	25.9
7+ Focal Species	15.1	3.8
Species Occurrence	0	23.3
Total Acres	17.8	53.0

	Segment 5, 6, 9	Segment 7,8,10
Integrated Wildlife Habitat Ranking System		
<i>1 species of Special Concern</i>	5.8	45.9
<i>2-3 species of Special Concern</i>	41.0	12.5
<i>4-5 species of Special Concern</i>	75.3	97.2
<i>6-7 species of Special Concern</i>	54.5	48.7
<i>8-9 species of Special Concern</i>	2.4	5.1
<i>1 Threatened Species</i>	0	0
<i>2-3 Threatened Species</i>	0	0
<i>4-5 Threatened Species</i>	0	0
<i>6-7 Threatened Species</i>	0	0
Total Acres	178.9	209.4
TNC (Priority) Ecological Areas (Acres)	0	0
Wetlands		
Priority Wetlands		
<i>1-3 Focal Species in uplands</i>	98.4	45.2
<i>4-6 Focal Species in uplands</i>	0	0
<i>1-3 Focal Species in wetlands</i>	11.3	0
<i>4-6 Focal Species in wetlands</i>	0	0
Total Acres	109.7	45.2
FLUCFCS Wetlands (Acres)	94.6	59.8
Species		
FNAI FLEO(250' Segment Buffer)	0	0
Black Bear Kills	0	0
Panama City Crayfish (Range)	0	0
Panama City Crayfish (Occurrences)	0	0
Element Occurrence Data (Field)	4	5
Floodplains (FEMA & DFIRM)		
Floodplains (FEMA & DFIRM)		
100-year Floodplain(Acres)	62.9	59.5
500-year Floodplain(Acres)	0	0
Water Bodies		
NHD Waterbodies(Acres)	0	14.8
NHD Area (Acres)	0	0
Surface Water Class Boundaries (Acres)	0	0
Costs		
Right of Way Costs	\$0.5	\$1.4
Wetland Mitigation Costs	\$9.5	\$6.0
2-Lane Roadway Cost Estimate	\$34.0	\$49.3
4-Lane Roadway Cost Estimate	\$52.8	\$77.6
Total Costs	\$67.8	\$85.0

Segment 10 has more natural environmental impacts to habitat based on the GIS habitat data. Segment 9 has a larger amount of wetlands impacts based on both the Priority Wetlands GIS data and the field verified wetlands assessments. Based on the field surveys for species and habitat impacts there was little difference between the segments.

Segment 10 has 17 parcel impacts but neither segment requires residential or business relocations. Neither segment has any other social or physical impacts. Both the right-of-way costs and total costs for Segment 10 are greater.

No public comment specific to these segments was received from Gulf County citizens. Comment received from the local governments and organizations in Gulf County stated a preference that the selected alignment remains within the county to help with the promotion of economic development. Since both segments are entirely within the county either segment would be suitable for these concerns.

Both segments equally help the overall alignments to meet the project's purpose and need.

Based on the field data Segment 10 does a better job at avoiding and minimizing impacts to this part of the study area. As there are no social impacts, no public preference, and each segment equally contributes to purpose and need, the major consideration for these segments are impacts to the natural environment. Segment 10 better avoids wetlands impacts and based on field surveys does an equal job in avoiding species and habitat impacts.

Based on the comparative evaluation of these segments Segment 10 is considered for further study and Segment 9 is rejected.

Comparison of Segments 27 and 28

Segments 27 and 28 represent the two options for how Alignments 8 and 17 terminate at an intersection with US 231 in Bay County. Both segments are connected on the south to existing Star Avenue. Segment 27 turns to the northeast and travels along existing Cherokee Heights Road to south of Nehi Road and then continues on new alignment to connect to US 231 north of the intersection of Nehi Road with US 231. Segment 28 continues north along existing Star Avenue until it intersects US 231. Segment 27 is approximately 0.6 miles shorter than Segment 28. Table 3 shows the comparative evaluation of the two segments, items highlighted in red represent a major difference in the amount of impacts between the two segments.

Table 3: Segment 27 and Segment 28 Comparison

	Segment 27	Segment 28
Total Acres	42.0	53.6
Total Length (miles)	2.1	2.7
Physical and Social		
Fire Station Locations(250' Segment Buffer)	0	0
Religious Centers	0	1
Archeological Site	1	1
Historical Structure Locations	0	0
Storage Tanks (250' Segment Buffer)	0	1
Total Parcels	5	18
Residential Relocations	0	0
Business Relocations	0	1

	Segment 27	Segment 28
Habitat		
FNAI Managed Areas		
FNAI A	0	0
FNAI B	0	0
FNAI C	0	0
Total Acres	0	0
FNAI Rare Species Habitat Conservation Priorities		
1	41.3	42.0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
Total Acres	41.3	42.0
Clip Priority(Acres)		
1	0	0
2	0	0
3	0.6	0
4	0	0.1
5	41.3	41.0
Total Acres	41.9	41.1
Hotspots(Acres)		
3-4 Focal Species	14.3	25.4
5-6 Focal Species	7.5	0
7+ Focal Species	0	0
Species Occurrence	0	0
Total Acres	21.8	25.4
Integrated Wildlife Habitat Ranking System		
1 species of Special Concern	0	0
2-3 species of Special Concern	2.0	31.9
4-5 species of Special Concern	37.1	19.3
6-7 species of Special Concern	2.9	2.6
8-9 species of Special Concern	0	0
1 Threatened Species	0	0
2-3 Threatened Species	0	0
4-5 Threatened Species	0	0
6-7 Threatened Species	0	0
Total Acres	42.0	53.6
TNC (Priority) Ecological Areas(Acres)	0	0
Wetlands		
Priority Wetlands		
1-3 Focal Species in uplands	9.7	46.1
4-6 Focal Species in uplands	0	0
1-3 Focal Species in wetlands	1.6	0
4-6 Focal Species in wetlands	0	5.5
Total Acres	11.3	51.6

	Segment 27	Segment 28
FLUCFCS (Field) Wetlands (Acres)	13.4	7.8
Species		
FNAI FLEO(250' Segment Buffer)	2	5
Black Bear Kills	0	3
Panama City Crayfish (Range)	42.0	53.6
Panama City Crayfish (Occurrences)	1	2
Elemental Occurrence Data (Field)	2	5
Floodplains (FEMA & DFIRM)		
100-year Floodplain(Acres)	6.8	13.2
500-year Floodplain(Acres)	0	0
Water Bodies		
NHD Waterbodies(Acres)	0	9.8
NHD Area(Acres)	0	0
Surface Water Class Boundaries(Acres)	0	0
Costs		
Right of Way Costs	\$0.9	\$23.6
Wetland Mitigation Costs	\$1.3	\$0.8
2-Lane Roadway Cost Estimate	\$10.5	\$12.3
4-Lane Roadway Cost Estimate	\$16.3	\$19.1
Total Costs	\$18.5	\$43.5

Segment 28 has more natural environmental impacts to habitat based on the GIS habitat data for the Panama City Crayfish and for Black Bear Kills. Segment 28 is shown to have a much greater amount of Priority Wetland impacts, though this impact occurs in a part of the data set deemed to have the lowest priority. Based on the field surveys of wetlands, the actual amount of wetland impacts for the two segments is not as great as the GIS data indicates. Segment 28 also has slightly more floodplain impacts, although the value isn't very high for floodplain impacts in either Segment.

Segment 28 has a greater overall impact on the social and physical environment as well, having a greater number of parcel impacts, including one business relocation, and involvement with a religious center and a potential contamination site, whereas Segment 27 does not. Both segments may have an impact on one potential archeological site, though it has been recommended as not eligible for listing in the historic register. The right-of-way costs for Segment 28 are considerably greater due to the increase in parcel impacts and the required business relocation.

Public comment specific to these segments received from Bay County citizens stated a strong preference for an alignment that did not follow existing Star Avenue to US 231. These comments stated that the existing intersection of Star Avenue and US 231 was unsafe and that additional traffic sent to this location would make the problem worse. Comments received from the local governments and organizations in Bay County stated a preference that the selected alignment terminate closer to Panama City and be consistent with future planned roadways and projects. The Bay County Long Range Transportation Plan (LRTP) identifies improvements to US 231 to route traffic to the new Northwest Florida Beaches International Airport. Segment 27's intersection with US 231 would provide the GCP with the most direct connection to routes

to the new airport and would be consistent with the LRTP. Segment 27 therefore has greater public support than Segment 28.

Both segments help the overall alignments to meet the project's purpose and need. Segment 27 provides a direct connection to future planned projects identified in the Bay County LRTP and therefore is better designed to meet this purpose and need criteria. Additionally the intersection operation at US 231 and Star Avenue is very poor. Creating a new intersection design at Nehi Road and US 231 will provide improved overall traffic operations to existing congested roads, which is also a purpose and need criteria for the project.

Based on the minimization of impacts, performance in meeting purpose and need, public comment, and total costs, Segment 27 does a better job at avoiding and minimizing impacts to this part of the study area.

Based on the comparative evaluation of these segments Segment 27 is considered for further study and Segment 28 is rejected.

Comparison of Segment 35 and 36

Segments 35 and 36 represent the two options for how Alignments 14 and 19 travel north on new alignment between SR 20 and US 231 in Bay County. Segment 35 includes the turning movement represented by Segment 32, and Segment 36 includes the turning movement represented by Segment 31; both Segments are 3.3 miles long. Table 4 shows the comparative evaluation of the two segments, items highlighted in red represent a major difference in the amount of impacts between the two segments.

Table 4: Segment 35 vs. Segment 36 Comparison

	Segment 35	Segment 36
Total Acres	99.3	99.2
Total Length (miles)	3.3	3.3
Physical and Social		
Fire Station Locations(250' Segment Buffer)	0	0
Religious Centers	0	0
Archeological Site	1	0
Historical Structure Locations	0	0
Storage Tanks (250' Segment Buffer)	0	0
Total Parcels	10	8
Residential Relocations	0	0
Business Relocations	0	0
Habitat		
FNAI Managed Areas		
FNAI A	0	0
FNAI B	0	0
FNAI C	0	0
Total Acres	0	0

	Segment 35	Segment 36
FNAI Rare Species Habitat Conservation Priorities		
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
Total Acres	0	0
Clip Priority(Acres)		
1	0	0
2	0	0
3	62.0	55.5
4	37.3	43.7
5	0	0
Total Acres	99.3	99.2
Hotspots(Acres)		
<i>3-4 Focal Species</i>	63.8	61.3
<i>5-6 Focal Species</i>	1.2	4.5
<i>7+ Focal Species</i>	0.7	9.1
<i>Species Occurrence</i>	0	0
Total Acres	65.7	74.9
Integrated Wildlife Habitat Ranking System		
<i>1 species of Special Concern</i>	2.3	2.0
<i>2-3 species of Special Concern</i>	33.9	33.1
<i>4-5 species of Special Concern</i>	33.9	49.3
<i>6-7 species of Special Concern</i>	29.2	14.9
<i>8-9 species of Special Concern</i>	0	0
<i>1 Threatened Species</i>	0	0
<i>2-3 Threatened Species</i>	0	0
<i>4-5 Threatened Species</i>	0	0
<i>6-7 Threatened Species</i>	0	0
Total Acres	99.3	99.2
TNC (Priority) Ecological Areas(Acres)	0	0
Wetlands		
Priority Wetlands		
<i>1-3 Focal Species in uplands</i>	90.5	77.2
<i>4-6 Focal Species in uplands</i>	0	0
<i>1-3 Focal Species in wetlands</i>	4.5	17.8
<i>4-6 Focal Species in wetlands</i>	0	5.5
Total Acres	95.0	95.0

	Segment 35	Segment 36
FLUCFCS (Field) Wetlands (Acres)	26.8	51.1
Species		
FNAI FLEO(250' Segment Buffer)	0	0
Black Bear Kills	0	0
Panama City Crayfish (Range)	0	0
Panama City Crayfish (Occurrences)	0	0
Elemental Occurrence Data (Field)	0	0
Floodplains (FEMA & DFIRM)		
100-year Floodplain(Acres)	20.3	38.5
500-year Floodplain(Acres)	0	0
Water Bodies		
NHD Water Bodies(Acres)	0	13.6
NHD Area(Acres)	0	0
Surface Water Class Boundaries(Acres)	0	0
Costs		
Right of Way Costs	\$7.2	\$8.0
Wetland Mitigation Costs	\$2.7	\$5.1
2-Lane Roadway Cost Estimate	\$15.8	\$15.1
4-Lane Roadway Cost Estimate	\$24.4	\$23.1
Total Costs	\$34.3	\$36.2

Segment 36 has more natural environmental impacts to the Florida Land Use, Cover and Forms Classification System (FLUCFCS) field verified wetlands, floodplains and NHD water bodies.

Segment 35 has a greater impact to the social environment, as it has one identified archeological site impact. The site has been evaluated and is not recommended as eligible for the Florida Master Site File, but a concurrence of this determination is still pending review by the SHPO.

No public comment specific to these segments was received from Bay County citizens or from the local governments and organizations.

Both segments equally help the overall alignments to meet the project's purpose and need.

Based on the minimization of natural environmental impacts Segment 35 does a better job at avoiding and minimizing impacts to this part of the study area. Should either Alignment 14 or 19 be identified as the preferred alternative, an official determination of eligibility from the SHPO will have to be obtained to determine if avoidance of the archeological site will be required.

Based on the comparative evaluation of these segments Segment 35 is considered for further study and Segment 36 is rejected.

Comparison of Segments 38 and 39

Segments 38 and 39 represent the two options for how Alignments 14 and 19 terminate at US 231. Both segments pass through the planned intermodal development center (IDC) in Bay

County. Table 5 shows the comparative evaluation of the two segments, items highlighted in red represent a major difference in the amount of impacts between the two segments.

Table 5: Segment 38 vs. Segment 39 Comparison

	Segment 38	Segment 39
Total Acres	61.4	66.2
Total Length (miles)	2.5	2.6
Physical and Social		
Fire Station Locations(250' Segment Buffer)	0	0
Religious Centers	0	0
Archeological Site	0	0
Historical Structure Locations	0	0
Storage Tanks (250' Segment Buffer)	0	0
Total Parcels	8	5
Residential Relocations	0	0
Business Relocations	0	0
Habitat		
FNAI Managed Areas		
FNAI A	0	0
FNAI B	0	0
FNAI C	0	0
Total Acres	0	0
FNAI Rare Species Habitat Conservation Priorities		
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
Total Acres	0	0
Clip Priority(Acres)		
1	0	0
2	15.7	14.7
3	20.7	26.3
4	25.0	25.2
5	0	0
Total Acres	61.4	66.2
Hotspots(Acres)		
3-4 Focal Species	37.5	45.2
5-6 Focal Species	12.4	13.1
7+ Focal Species	0	0
Species Occurrence	0	0
Total Acres	50.0	58.2

	Segment 38	Segment 39
Integrated Wildlife Habitat Ranking System		
<i>1 species of Special Concern</i>	0	0
<i>2-3 species of Special Concern</i>	1.6	1.2
<i>4-5 species of Special Concern</i>	31.6	26.9
<i>6-7 species of Special Concern</i>	28.2	38.1
<i>8-9 species of Special Concern</i>	0	0
<i>1 Threatened Species</i>	0	0
<i>2-3 Threatened Species</i>	0	0
<i>4-5 Threatened Species</i>	0	0
<i>6-7 Threatened Species</i>	0	0
Total Acres	61.4	66.2
TNC (Priority) Ecological Areas(Acres)	0	0
Wetlands		
Priority Wetlands		
<i>1-3 Focal Species in uplands</i>	10.7	65.5
<i>4-6 Focal Species in uplands</i>	0	0
<i>1-3 Focal Species in wetlands</i>	50.7	0.7
<i>4-6 Focal Species in wetlands</i>	0	0
Total Acres	61.4	66.2
FLUCFCS (Field) Wetlands (Acres)	29.6	36.0
Species		
FNAI FLEO(250' Segment Buffer)	0	0
Black Bear Kills	0	0
Panama City Crayfish (Range)	0	0
Panama City Crayfish (Occurrences)	0	0
Elemental Occurrence Data (Field)	0	0
Floodplains (FEMA & DFIRM)		
100-year Floodplain(Acres)	27.1	17.2
500-year Floodplain(Acres)	0	0
Water Bodies		
NHD Water Bodies(Acres)	0	0
NHD Area(Acres)	0	0
Surface Water Class Boundaries(Acres)	0	0
Costs (millions of dollars)		
Right of Way Costs	\$8.9	\$5.0
Wetland Mitigation Costs	\$3.0	\$3.6
2-Lane Roadway Cost Estimate	\$11.3	\$11.7
4-Lane Roadway Cost Estimate	\$17.0	\$17.6
Total Costs	\$28.9	\$26.2

Segments 38 and 39 have very similar impacts to the natural, social, and physical environment, though Segment 38 does provide slightly better avoidance to natural environment impacts.

No public comment specific to these segments was received from Bay County citizens. Comment received from the local governments and organizations in Bay County, specifically the Bay County Port Authority, which is responsible for the development of the IDC that is being

developed where these segments are proposed, was opposed to any alignment that traveled directly through the planned IDC site. The Bay County Port Authority shared this at the Stakeholder's meeting held on November 3rd, 2009. Follow-up meetings were held with the Port Authority to address their concerns and a presentation was made to the Port Authority Board on December 10th, 2009. The Board presented a letter to the FDOT stating their preference that no alignment travels directly through their planned site after this presentation. From these meetings, it was learned that as a part of the IDC site plan approval, an area adjacent to and west of the planned site development was dedicated as a conservation easement to mitigate for the site's natural environmental impacts. Segment 39 travels through the middle of this conservation easement.

Both segments equally help the overall alignments to meet the project's purpose and need.

Based on the impact that Segment 39 would have to the approved IDC site plan and the dedicated conservation easement for this plan, Segment 39 is fatally flawed and is not considered for further study.

Based on the comparative evaluation of these segments Segment 38 is considered for further study and Segment 39 is rejected.

During the coordination with the Bay County Port Authority the Port Authority stated that it did not want an alignment that traveled through any of its approved site plan. As a result **If either Alignment 14 or 19 are identified as the preferred alignment then another alternative segment for intersecting at US 231 will be considered in coordination with the Port Authority.**

Comparison of Segments 41 and 42

Segments 41 and 42 represent the two options for how Alignment 15 would terminate at an intersection with US 231 in Bay County. Both segments are 4.5 miles in length. Table 6 shows the comparative evaluation of the two segments, items highlighted in red represent a major difference in the amount of impacts between the two segments.

Table 6: Segment 41 vs. Segment 42 Comparison

	Segment 41	Segment 42
Total Acres	130.5	129.0
Total Length (miles)	4.5	4.5
Physical and Social		
Fire Station Locations(250' Segment Buffer)	0	0
Religious Centers	0	0
Archeological Site	0	0
Historical Structure Locations	0	0
Storage Tanks (250' Segment Buffer)	0	0
Total Parcels	10	12
Residential Relocations	1	2
Business Relocations	0	0

	Segment 41	Segment 42
Habitat		
FNAI Managed Areas		
FNAI A	0	0
FNAI B	0	0
FNAI C	14.8	10.4
Total Acres	14.8	10.4
FNAI Rare Species Habitat Conservation Priorities		
1	5.3	14.9
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
Total Acres	5.3	14.9
Clip Priority(Acres)		
1	0	0
2	7.6	11.1
3	115.3	101.0
4	2.1	0.9
5	5.3	15.9
Total Acres	130.3	128.8
Hotspots(Acres)		
3-4 Focal Species	27.5	33.0
5-6 Focal Species	60.9	36.9
7+ Focal Species	0	0
Species Occurrence	0.2	0.2
Total Acres	60.9	36.9
Integrated Wildlife Habitat Ranking System		
1 species of Special Concern	0	9.5
2-3 species of Special Concern	11.7	58.3
4-5 species of Special Concern	64.9	33.9
6-7 species of Special Concern	54.0	27.3
8-9 species of Special Concern	0	0
1 Threatened Species	0	0
2-3 Threatened Species	0	0
4-5 Threatened Species	0	0
6-7 Threatened Species	0	0
Total Acres	130.5	129.0
TNC (Priority) Ecological Areas(Acres)	0	0
Wetlands		
Priority Wetlands		
1-3 Focal Species in uplands	123.5	119.6
4-6 Focal Species in uplands	0	0
1-3 Focal Species in wetlands	2.1	2.7
4-6 Focal Species in wetlands	0	0
Total Acres	125.6	122.2

	Segment 41	Segment 42
FLUCFCS (Field) Wetlands (Acres)	71.6	54.4
Species		
FNAI FLEO(250' Segment Buffer)	0	0
Black Bear Kills	0	0
Panama City Crayfish (Range)	0	0
Panama City Crayfish (Occurrences)	0	0
Elemental Occurrence Data (Field)	0	1
Floodplains (FEMA & DFIRM)		
100-year Floodplain(Acres)	18.5	26.7
500-year Floodplain(Acres)	0	0
Water Bodies		
NHD Water Bodies(Acres)	0	0
NHD Area(Acres)	0	0
Surface Water Class Boundaries(Acres)	0	0
Costs		
Right of Way Costs	\$12.9	\$12.8
Wetland Mitigation Costs	\$7.2	\$5.4
2-Lane Roadway Cost Estimate	\$22.0	\$23.2
4-Lane Roadway Cost Estimate	\$33.4	\$35.3
Total Costs	\$53.5	\$54.4

Segment 41 has more natural environmental impacts to wetlands according to both the Priority Wetlands Habitat data and to the FLUCFCS field verified wetlands. Segment 42 has more natural environmental impacts to floodplains and to the field surveyed species element occurrence data.

Segment 42 has a greater impact to the social environment, as it will require two residential relocations to Segment 41's one. The right-of-way and total costs of the segments are similar.

No public comment specific to these segments was received from Bay County citizens or from the local governments and organizations.

Both segments equally help the overall alignments to meet the project's purpose and need.

Based on the minimization of impacts to the social environment, floodplains, and the avoidance of a threatened or endangered species Segment 41 does a better job at avoiding and minimizing impacts to this part of the study area.

Based on the comparative evaluation of these segments Segment 41 is considered for further study and Segment 42 is rejected.

APPENDIX C

Resolutions and Letters of Project Support

Panama City Metropolitan Planning Organization 4/28/03 Letter

Panama City Metropolitan Planning Organization Resolution 03-06

Department of the Air Force (Tyndall AFB) 9/9/02 Letter

City of Springfield Resolution 09-10

City of Callaway Resolution 09-23

Bay County Transportation Planning Organization Resolution 09-47

Bay County Chamber of Commerce Resolution of 12/17/09

Bay County Chamber of Commerce 1/8/10 Letter

Gulf County Board of County Commissioners 11/3/09 Letter

Bay County Board of County Commissioners 11/18/09 Letter

Port St. Joe Port Authority 10/24/12 Letter

City of Callaway 11/27/12 Letter

Gulf County Board of County Commissioners 02/12/13 Letter

**PANAMA CITY URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

P. O. Box 9759 (3435 North 12th Avenue 32503) (850) 595-8910 • S/C 695-8910
Pensacola, Florida 32513-9759 1-800-226-8914
Web Site: www.wfrpc.dst.fl.us FAX (850) 595-8967

Cornel Brock
Chairman

Staff to the MPO:
West Florida Regional Planning Council

Girard L. Clemons, Jr.
Vice Chairman

April 28, 2003

Ms. Rosemary Woods
PBS&J
1901 Commonwealth Lane
Tallahassee, FL 32303

RE: Gulf Coast Parkway Corridor Feasibility Study

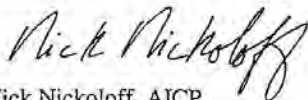
Dear Rosemary:

At the April 23, 2003 meeting, the Panama City MPO approved the enclosed Resolution 03-06 concerning the subject study. By adoption of this resolution, the MPO's official position on the Gulf Coast Parkway Corridor Feasibility Study is as follows:

1. The MPO recommends that Alternatives A or B be selected as the Preferred Alternative for inclusion in the Concept Master Plan, and
2. The MPO supports the appropriation of additional project development funding for Alternatives A or B that will not take away from funding of the MPO's current Major Project Priorities.

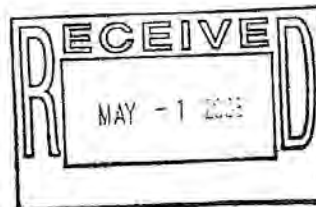
Alternatives A and B are consistent with the MPO's adopted Long Range Transportation Plan for a Tyndall AFB Bypass. Thank you for your assistance at the MPO meetings and we look forward to working with you in the future. Please call me at (800) 226-8914 Ext 212 if additional information is needed.

Sincerely,



Nick Nickoloff, AICP
TPO Coordinator

Copies: Chris Merritt, PBS&J
Jim DeVries, FDOT Urban Office



"...planning for the future transportation needs of the Panama City Urbanized Area and its municipalities..."

RESOLUTION 03-06

A RESOLUTION OF THE PANAMA CITY URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION RECOMMENDING THAT GULF COAST PARKWAY FEASIBILITY STUDY ALTERNATIVES A OR B BE SELECTED AS THE PREFERRED ALTERNATIVE

WHEREAS, the Panama City Urbanized Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out provisions of 23 U.S.C. 134(h) and (i) (2), (3), and (4); 23 CFR 450.324, 326, 328, 330, and 332; and Section 339.175(5) and (7), Florida Statutes; and

WHEREAS, Opportunity Florida (a regional economic development partnership in Calhoun, Franklin, Liberty, Gulf, Gadsden, Jackson, Holmes, and Washington Counties) received a Transportation Outreach Program (TOP) grant from the State of Florida to conduct the Gulf Coast Parkway Corridor Feasibility Study for the possible construction of a new roadway connecting US98 in western Gulf County to US231 in Bay County; and

WHEREAS, the Gulf Coast Parkway Corridor Feasibility Study includes two western Corridor Alternatives (A and B) that are consistent with the Panama City Metropolitan Planning Organization (MPO) Long Range Transportation Plan for a project that would serve as an alternative route around Tyndall Air Force Base; and

WHEREAS, Gulf Coast Parkway Corridor Feasibility Study Alternatives A or B would provide an important transportation link consistent with the MPO's Long Range Transportation Plan, enhance economic development opportunities and improve emergency evacuation of coastal areas in Bay and Gulf Counties;

NOW, THEREFORE, BE IT RESOLVED BY THE PANAMA CITY URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION THAT:

1. The MPO recommends that Gulf Coast Parkway Corridor Feasibility Study Alternatives A or B be selected as the Preferred Alternative for inclusion in the Concept Master Plan, and
2. The MPO supports the appropriation of additional project development funding for Corridor Feasibility Study Alternatives A or B that will not take away from funding of the MPO's current Major Project Priorities.

Passed and duly adopted by the Panama City MPO on this 23rd day of April 2003.

PANAMA CITY METROPOLITAN PLANNING
ORGANIZATION

(Seal)

BY: 
Commissioner Cornel Brock, Chairman

ATTEST:


Michael W. Zeigler, Director
Transportation Planning

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DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

9 SEP 2002

Brig Gen Larry D. New
Commander, 325th Fighter Wing
445 Suwannee Road, Ste 101
Tyndall AFB FL 32403-5541

Ms. Rosemary Woods
1901 Commonwealth Lane
Tallahassee FL 32303

Dear Ms. Woods

In response to your letter of 23 May 02, we appreciate the opportunity to comment on the impact to Tyndall AFB of a proposed new roadway referred to as the "Tyndall By-pass". The proposal to construct a public roadway that would offer an alternative to the existing US 98 that transits through the Tyndall reservation would be of benefit to Tyndall in several ways.

As you know, the current US 98 bisects Tyndall AFB, as well as the entire 29,000-acre Tyndall reservation, into two distinct halves from the Dupont Bridge to Mexico Beach, and provides unrestricted access to within a few hundred yards to one of the busiest flight line operations in the United States Air Force. Since the events of 11 September, we have been constantly reminded of the vulnerability that results from such a US highway through the middle of a military installation.

The potential of another roadway that could provide a suitable alternative for the public that currently transits the Tyndall reservation would provide a beneficial security option by allowing the base to close off the existing portion of US 98 that runs through Tyndall when necessary.

This would significantly upgrade our force protection posture and the safety and security of Tyndall personnel and resources, as well as enhance our ability to execute our mission in heightened threat conditions. The international visibility that Tyndall AFB will gain with the pending F-22 mission underscores the importance of upgrading our force protection posture. Residential or business development immediately along a by-pass on the north side of East Bay would not be in conflict with current Tyndall operations.

As always, we are committed to being a good neighbor, and will continue to work closely with city and county planners, government leaders, developers, and concerned citizens so

that they are aware of Tyndall operations and can make informed decisions concerning land use development that could impact future operations of Tyndall AFB.

Sincerely

Larry D. New
LARRY D. NEW
Brigadier General, USAF
Commander

**CITY OF SPRINGFIELD, FLORIDA
BAY COUNTY, FLORIDA
RESOLUTION NO: 09-10**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
SPRINGFIELD, FLORIDA IN SUPPORT OF CORRIDOR 17 AS THE
SELECTED CORRIDOR FOR THE NEW GULF COAST PARKWAY**

WHEREAS, PBS&J has prepared for the Florida Department of Transportation and the Federal Highway Administration a Corridor Alternatives Evaluation Summary Report dated January 2009 and is currently receiving public input concerning the preferred corridor for the new Gulf Coast Parkway (the "Project") ; and

WHEREAS, the purpose and the need for the Project is to 1) enhance economic development in Gulf County through provision of direct access to major transportation facilities (regional freight transportation routes and inter-modal facilities); improved mobility; and direct access to tourist destinations in south Gulf County; 2) improve mobility within the regional transportation network by providing a new connection to existing and future transportation routes consistent with the Bay County LRTP; 3) improve security of the Tyndall AFB by providing a shorter detour route, and 4) improve hurricane evacuation for residents of coastal Gulf County by providing an additional evacuation route; and

WHEREAS, PBS&J has evaluated over 20 different corridors, and after evaluating the purpose and need, environmental involvement and total cost, PBS&J has ranked Corridor 17 as the preferred alignment for the Project;

WHEREAS, Corridor 17 is described as follows: Corridor 17 begins at the intersection of US98 and CR 386 and travels north along existing CR 386 for approximately 1.6 miles. The corridor then heads northwesterly on mostly new alignment for approximately 4.2 miles until it nears the eastern boundary of Tyndall AFB. The corridor then turns to the north, also on new alignment, bridges over East Bay at Allanton Road, and continues north (and slightly northwest) to an intersection with SR22. This section of the corridor is approximately 13.6 miles long. At SR 22, the

**CITY OF SPRINGFIELD
RESOLUTION NO. 09-10
PAGE 1 OF 3**

corridor turns west briefly before turning back to the northwest along new alignment until it intersects with CR 2315 (Star Avenue), approximately 3.6 miles north of SR 22. The corridor then travels north on existing Star Avenue to the intersection of US 231. The Corridor 17 length is 27.9 miles;

WHEREAS, Corridor 17 is favored by environmental agencies and groups due to the fact that the utilization of old Allanton Road minimizes habitat bisection and other environmental impacts;

WHEREAS, Corridor 17 reduces traffic on US 98 and increases security to Tyndall AFB by providing an alternative eastern route to Tyndall AFB;

WHEREAS, Corridor 17 provides the shortest transportation times to employment and industry in Panama City (including the shipyard in the Allanton Peninsula), to the inter-modal distribution center, to the new airport, and for tourist coming to Gulf County;

WHEREAS, the Allanton Peninsula in Bay County has already been developed by an airpark, large shipbuilding industry, the Sandy Creek community and central water and sewer, and the construction of the Project along the old Allanton Road would enhance the existing development in this area;

WHEREAS, the best alternative for the enhancement of commercial and industrial development in both Bay County and Gulf County is Corridor 17; and

WHEREAS, the total cost for Corridor 17 was cheaper than the other corridors.

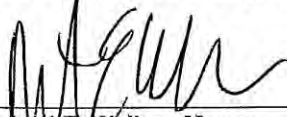
NOW THEREFORE BE IT RESOLVED by the City Commission of the City of Springfield, Florida that:

The City of Springfield does hereby request the Florida Department of Transportation and the Federal Highway Administration to select Corridor 17 for the Project.

CITY OF SPRINGFIELD
RESOLUTION NO. 09-10
PAGE 2 OF 3

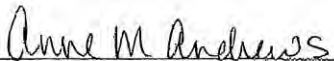
PASSED AND ADOPTED in regular session of the City Commission of the City of Springfield, Bay County, Florida this 7th day of December, 2009.

CITY OF SPRINGFIELD, FLORIDA



Robert E. Walker, Mayor

ATTEST:



Anne M. Andrews, Interim City Clerk

**CITY OF SPRINGFIELD
RESOLUTION NO. 09-10
PAGE 3 OF 3**

RESOLUTION 09-23

**A RESOLUTION OF THE CITY OF CALLAWAY,
FLORIDA IN SUPPORT OF CORRIDOR 17 AS THE
SELECTED CORRIDOR FOR THE NEW GULF COAST
PARKWAY**

WHEREAS, PBS&J has prepared for the Florida Department of Transportation and the Federal Highway Administration a Corridor Alternatives Evaluation Summary Report dated January 2009 and is currently receiving public input concerning the preferred corridor for the new Gulf Coast Parkway (the "Project"); and

WHEREAS, the purpose and need for the Project is to 1) enhance economic development in Gulf County through provision of direct access to major transportation facilities (regional freight transportation routes and intermodal facilities); improved mobility; and direct access to tourist destinations in south Gulf County; 2) improve mobility within the regional transportation network by providing a new connection to existing and future transportation routes consistent with the Bay County LRTP; 3) improve security of the Tyndall AFB by providing a shorter detour route, and 4) improve hurricane evacuation for residents of coastal Gulf County by providing an additional evacuation route; and

WHEREAS, PBS&J has evaluated over 20 different corridors, and after evaluating the purpose and need, environmental involvement and total cost, PBS&J has ranked Corridor 17 as No. 1 as the preferred alignment for the Project;

WHEREAS, Corridor 17 is described as follows: Corridor 17 begins at the intersection of US 98 and CR 386 and travels north along existing CR 386 for approximately 1.6 miles. The corridor then heads northwesterly on mostly new alignment for approximately 4.2 miles until it nears the eastern boundary of Tyndall AFB. The

Res. 09-23
Page 1 of 3 pages

corridor then turns to the north, also on new alignment, bridges over East Bay at Allanton Road, and continues north (and slightly northwest) to an intersection with SR22. This section of the corridor is approximately 13.6 miles long. At SR 22, the corridor turns west briefly before turning back to the northwest along new alignment until it intersects with CR 2315 (Star Avenue), approximately 3.6 miles north of SR22. The corridor then travels north on existing Star Avenue to the intersection of US 231. The Corridor 17 length is 27.9 miles;

WHEREAS, Corridor 17 is favored by environmental agencies and groups due to the fact that the utilization of old Allanton Road minimizes habitat bisection and other environmental impacts;

WHEREAS, Corridor 17 reduces traffic on U.S. 98 and increases security to Tyndall AFB by providing an alternative eastern route to Tyndall AFB;

WHEREAS, Corridor 17 provides the shortest transportation times to employment and industry in Panama City (including the shipyard in the Allanton Peninsula), to the intermodal distribution center, to the new airport, and for tourist coming to Gulf County;

WHEREAS, the Allanton Peninsula in Bay County has already been developed by an airpark, large shipbuilding industry, the Sandy Creek community and central water and sewer, and the construction of the Project along the old Allanton Road would enhance the existing development in this area;

WHEREAS, the best alternative for the enhancement of commercial and industrial development in both Bay County and Gulf County is Corridor 17; and

WHEREAS, the total cost for Corridor 17 was cheaper than the other corridors.

NOW THEREFORE BE IT RESOLVED by the City Commission of the City of Callaway, Florida that:

The City of Callaway does hereby request the Florida Department of Transportation and the Federal Highway Administration to select Corridor 17 for the Project.

PASSED AND ADOPTED this 10th day of November, 2009, by the CALLAWAY CITY COMMISSION meeting in regular session.

CITY OF CALLAWAY


Kenneth L. Meer, Mayor

ATTEST:


Genette R. Bernal, City Clerk

RESOLUTION BAY 09-47

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION SUPPORTING ALTERNATIVE ALIGNMENT 17 AS THE PREFERRED ALTERNATIVE FOR THE GULF COAST PARKWAY PROJECT

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of the State of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, the Bay County TPO Long Range Transportation Plan includes the concept for a Gulf Coast Parkway, from US98 in the vicinity of Mexico Beach to US231, with a future extension to US98 in Walton County; and

WHEREAS, the Florida Department of Transportation (FDOT) is in the process of conducting a Project Development and Environmental (PD&E) Study for the Gulf Coast Parkway, from US98 in the vicinity of Mexico Beach to US231; and

WHEREAS, FDOT has identified several potential alignments for the proposed roadway for study and evaluation in the PD&E Study process to determine the best location based on impacts to the natural and socio-economic environment; and

WHEREAS, FDOT and the project consultant, PBS&J, have presented the potential alignments for the proposed roadway to the TPO and advisory committees and public at public workshops;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO supports Alternative Alignment 17 as the preferred alternative for the Gulf Coast Parkway Project, from US98 in the vicinity of Mexico Beach to US231.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 28th day of October 2009.



ATTEST:

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: William T. Dozier
William T. Dozier, Chairman

BAY COUNTY

CHAMBER OF COMMERCE

Est. 1917

A Resolution of the Bay County Chamber of Commerce

A Resolution of the Bay County Chamber of Commerce in support of Alignment #17 as the selected corridor for the new Gulf Coast Parkway

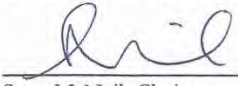
Whereas, the Bay County Board of County Commissioners and the Transportation Planning Organization have endorsed Alignment #17 as the preferred alignment for the new Gulf Coast Parkway; and

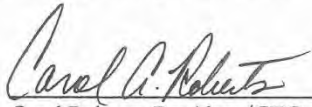
Whereas, the purpose and the need for the new Gulf Coast Parkway is to enhance economic development in both Bay and Gulf counties, improve mobility within the regional transportation network, enhance security at Tyndall Air Force Base and provide an additional evacuation route; and

Whereas, the total cost for Alignment #17 is less than other alternatives, is favored by environmental agencies due to utilization of Old Allanton road, provides the shortest transportation route to employment and industry in Bay County;

Therefore be it resolved, the Bay County Chamber of Commerce endorses the selection of Alignment #17 for the new Gulf Coast Parkway.

Approved and Adopted by the Board of Directors of the Bay County Chamber of Commerce on this 17th day of December, 2009.


Sean McNeil, Chairman of the Board
Bay County Chamber of Commerce


Carol Roberts, President/CEO
Bay County Chamber of Commerce



January 8, 2010

Ms. Rosemary Woods
PBS&J
2639 N. Monroe St.
Tallahassee, FL 32303-4027

Dear Ms. Woods,

The Bay County Chamber of Commerce is committed to enhancing economic development, improving mobility within our transportation network, enhancing security at Tyndall Air Force Base and providing a much needed additional evacuation route. To this goal, our Board of Directors has passed a resolution endorsing Alignment #17 for the proposed Gulf Coast Parkway.

Please find enclosed a copy of this resolution. If you would like additional information, please don't hesitate to contact me at the Chamber.

Sincerely,

Carol A. Roberts
President/CEO



235 West 5th Street • Post Office Box 1850 • Panama City, Florida 32401
Phone: 850.785.5206 • Fax: 850.763.6229 • reception2@baychamberfl.com

BOARD OF COUNTY COMMISSIONERS GULF COUNTY, FLORIDA

1000 CECIL G. COSTIN, SR. BLVD., ROOM 302, PORT ST. JOE, FLORIDA 32456
PHONE: (850) 229-6106/639-6700 • FAX: (850) 229-9252 • EMAIL: bocc@gulfcountry-fl.gov
WEBSITE: www.gulfcountry-fl.gov

DATE AND TIME OF MEETINGS: SECOND TUESDAYS AT 9:00 A.M., E.T. AND FOURTH TUESDAYS AT 6:00 P.M., E.T.

November 3, 2009

PBS & J
Rosemary E. Woods
2639 North Monroe Street, Building C
Tallahassee, FL 32303

Re: Public Comment/Gulf Coast Parkway

Dear Ms. Woods,

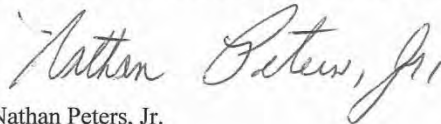
At our regular board meeting on October 13, 2009, the Gulf County Board of County Commissioners voted to support a resolution in support of the route that would best benefit Gulf County. That resolution is currently being drafted and will be forwarded to you upon adoption. In the interim, please accept this letter as public comment on the proposed Gulf Coast Parkway, submitted on behalf of the Gulf County Board of Commissioners.

Let it be recorded that our preference is a hybrid plan consisting of Corridor #8 on the southern side of Hwy 22 and either Corridor #14 or 15 on the northern side of Hwy 22. We feel this route will best address the objectives of the Gulf Coast Parkway (to enhance economic development and to improve emergency evacuations for Gulf and Bay Counties.

Thank you for your consideration and for your diligence on this project. Should you need anything further, please do not hesitate to contact me at any time.

Sincerely,

GULF COUNTY BOARD OF COUNTY COMMISSIONERS



Nathan Peters, Jr.
Chairman

CARMEN L. McLEMORE
District 1

BILLY E. TRAYLOR
District 2

BILL WILLIAMS
District 3

NATHAN PETERS, JR.
District 4

WARREN YEAGER
District 5



BOARD OF COUNTY COMMISSIONERS

840 West 11th Street
Panama City, Florida 32401
Telephone: (850) 248-8140
Fax: (850) 248-8153

BOARD OF COUNTY
COMMISSIONERS

November 18, 2009

NOV 20 2009

www.co.bay.fl.us

Ms. Rosemary Woods
Associate Vice President
PBS&J
2639 North Monroe Street, Bldg. C
Tallahassee, FL 32303

RE: Gulf Coast Parkway

Dear Ms. Woods:

On October 15, 2009, County staff attended the public hearing at the Springfield Community Center regarding the four primary alternative alignments for the Gulf Coast Parkway connecting US 98, west of Mexico Beach, to US 231.

The Bay County Board of County Commissioners and staff have reviewed the alternatives for the Gulf Coast Parkway. The County's preferred choice is Alternative Alignment 17 which provides the most benefit to future transportation in Bay County. This alignment uses segments of Tram Road and Star Avenue which would require upgrades to handle the traffic of the Gulf Coast Parkway. Also, this alignment would improve the intersection of Tram Road and Tyndall Parkway (US 98) which would be a major improvement for the intersection.

Thank you for taking into consideration the County's opinion in this matter.

Sincerely,

A handwritten signature in dark ink that reads "William T. Dozier".

William T. Dozier, Chairman
Bay County Board of County Commissioners

Cc: Bay County Board of County Commissioners
Planning & Zoning
Public Works

POST OFFICE BOX 1818
PANAMA CITY, FL 32402

COMMISSIONERS.

MIKE NELSON
DISTRICT I

GEORGE B. GAINER
DISTRICT II

WILLIAM T. DOZIER
DISTRICT III

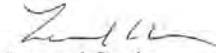
JERRY L. GIRVIN
DISTRICT IV

MIKE THOMAS
DISTRICT V

EDWIN L. SMITH
COUNTY MANAGER

We again thank you for FDOT's continued support and we ask for your favorable consideration of our requests. If you have any questions or would like to discuss further, please contact our office.

Sincerely,



Leonard Costin
Chairman

Cc: Port Commissioners
Tom Gibson
Steve Norris



PORT ST. JOE PORT AUTHORITY

Post Office Box 745
Port St. Joe, FL 32457
Phone: (850) 229-5240

October 24, 2012

Mr. Tommy Barfield, Secretary
Florida Department of Transportation, District 3
1074 Highway 90 East
Chipley, Florida 32428

RECEIVED
OCT 29 2012
ADMINISTRATION

RE: Port of Port St. Joe Connectivity to I-10 and Other Transportation Facilities

Dear Secretary Barfield:

The Port St. Joe Port Authority, in collaboration with our private partner, the St. Joe Company, continues to progress with our efforts to revitalize the seaport at Port St. Joe: Marketing efforts are yielding numerous positive responses, the first tenant – Eastern Shipbuilding Group – will bring upwards of 200 jobs in the next year or so, and we are preparing a new Port Master Plan for our combined properties totaling 300 acres.

As Port activity increases adequate roadway access will be critical to its success. Even today one of the most frequently asked questions of potential tenants is “how close are you to the interstate?” Currently, the Port’s only access to I-10 is via SR 71, a two-lane rural roadway. We recognize that the four-laning of SR71 could take a couple of decades and, while we support that effort, we also note that the Gulf Coast Parkway (the Parkway) is much further advanced and can be accomplished more quickly. However, the Parkway will provide the four-lane connectivity to I-10 that is needed to support freight movements through the port only if a northerly alignment is selected. For this reason we request that the Florida Department of Transportation (FDOT) select an alternative alignment for the Parkway where its northern terminus with US 231 would be north of the existing US 231/Camp Flowers Road intersection.

Further, with the opening of the new Northwest Florida Beaches International Airport in 2010, additional opportunities are available to further strengthen the economic competitiveness of the Port and region by having a roadway connection between the Airport and the Port. Similar opportunities have been identified throughout the region as part of the Northwest Florida Transportation Corridor Authority’s (NFTCA) Master Plan update process, which is focusing on identifying transportation infrastructure investments that can enhance the economic competitiveness of Northwest Florida. For this reason, we also request that FDOT encourage and enable the NFTCA to undertake a PD&E study for a connection between US 231/Gulf Coast Parkway and SR 77, thereby completing the connection between the airport and the Port of Port St. Joe.

We again thank you for FDOT's continued support and we ask for your favorable consideration of our requests. If you have any questions or would like to discuss further, please contact our office.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Leonard Costin', with a stylized flourish at the end.

Leonard Costin
Chairman

Cc: Port Commissioners
Tom Gibson
Steve Norris

From: Michael Fuller [<mailto:mfuller@cityofcallaway.com>]
Sent: Tuesday, November 27, 2012 6:05 PM
To: Satter, Ian
Cc: 'Marcus Collins'
Subject: Gulf Coast Parkway - Alignment 17

After attending the FDOT Five(5) Work Program public hearing yesterday, it became evident that FDOT is currently working with the Federal Highway Administration and other agencies on the Environmental Impact Statement (EIS) for the Gulf Coast Parkway. According to the information provided by your department at www.gulfcoastparkway.com, five (5) alignments or alternative options for placement of the road right-of-way are being considered.

Due to the fact that the EIS is still being prepared, I would like to take the opportunity to inform FDOT that the City of Callaway believes "Alignment 17" is the most practical of the alternative alignments. This comes after discussing to reviewing and discussing the options with the Callaway City Manager. It is important to consider that the City has spent a considerable amount of money (approx. \$20mil) extending water and sewer utilities along CR 2297 in anticipation that FDOT would consider "Alignment 17" the most reasonable route. We feel "Alignment 17" and, to a lesser degree, "Alignment 19" would be the best option for the City and eastern Bay County. We would discourage the selection of the other proposed alignments for the Gulf Coast Parkway.

If you have any questions or need additional information, please do not hesitate to contact me.

Thanks,
Michael

J. Michael Fuller, AICP
Director of Planning, City of Callaway
(850)871-6000 Phone
(850)871-4672 Direct
(850)871-2444 Fax
mfuller@cityofcallaway.com

BOARD OF COUNTY COMMISSIONERS GULF COUNTY, FLORIDA

1000 CECIL G. COSTIN SR. BLVD., ROOM 302, PORT ST. JOE, FLORIDA 32456
PHONE (850)229-6106/639-6700 • FAX (850) 229-9252 • EMAIL: bocc@gulfcountry-fl.gov
Website: www.gulfcountry-fl.gov

DATE AND TIME OF MEETINGS • SECOND AND FOURTH TUESDAYS AT 9:00 A.M., E.T.

February 12, 2013

RECEIVED

FEB 19 2013

ADMINISTRATION

Mr. Tommy Barfield, Secretary
FL Dept. of Transportation, District 3
1074 Highway 90 East
Chipley, FL 32428

RE: Gulf Coast Parkway

Dear Secretary Barfield:

The Gulf County Board of County Commissioners would like to request that the Department consider an alternative alignment for the Gulf Coast Parkway where its northern terminus would connect with U.S. 231 to the north of the existing U.S. 231/Camp Flowers Road intersection. We would also request that the Department enable the Northwest Florida Transportation Corridor Authority to undertake a PD&E study for a connection from the U.S. 231/Gulf Coast Parkway intersection to S.R. 77, which would complete the connection between the airport and the Port of Port St. Joe. It would be very similar to the northern terminus of proposed Corridor Alignment 15.

With the delays that have affected completion of the Gulf Coast Parkway, and as there is no definite corridor selected at this time, we believe that this proposed route will provide the most direct and shortest route to U.S. 231. This proposed corridor will most efficiently achieve all 9 goals as set in the Gulf Coast Parkway Project Purpose and Need.

With the economic hardships that we have all faced over the past several years, and with the potential creation of 200 jobs at the Port site (Eastern Shipbuilding Group) in Port St. Joe within the next year, we desperately need connectivity to I-10 as it will be the major route for freight movement. With the direct access to U.S. 231 and I-10, the economic competitiveness of Gulf County would be greatly enhanced and the Port would receive the boost it needs to become active.

CARMEN L. McLEMORE
District 1

WARD McDANIEL
District 2

JOANNA BRYAN
District 3

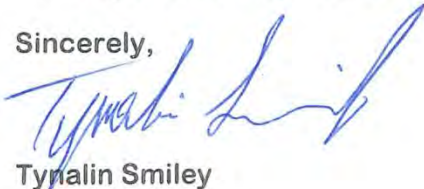
TAN SMILEY
District 4

WARREN J. YEAGER, JR.
District 5

Secretary Tommy Barfield
February 12, 2013
Page 2

The Gulf County Board of County Commissioners thanks you for the dedication and continued support we receive from the Florida Department of Transportation. Your consideration in this matter is greatly appreciated, and should you have any questions, please contact us at (850) 229-6106.

Sincerely,



Tynalin Smiley
Chairman



Gulf Coast Parkway -



Disclaimer- Gulf County GIS provides this GIS data as a public service. NO WARRANTY for the availability or accuracy is provided.



Printed: Feb 06, 2013

Corridor 15



iSpring



30 / 45



The purpose of the proposed Gulf Coast Parkway is to improve mobility by increasing the regional transportation network, increase security of the Tyndall Air Force Base (AFB), enhance economic development in Bay and Gulf Counties, and improve emergency evacuation of Gulf and Bay Counties. These goals will be achieved by:

1. Reducing travel times for residents from southeast Bay and coastal Gulf counties to employment centers in Panama City.
2. Providing a more direct route between US 98 in Gulf County and freight transfer facilities on US 231 within Bay County.
3. Improving access between Gulf County Enterprise Zones along CR 386 and US 98 and the major freight transportation route out of Bay County, US 231.
4. Providing a direct route for tourists traveling US 231 to reach vacation and recreation opportunities in south Gulf County.
5. Providing a more direct (USEPA) route from south Gulf County to the Panama City International Airport (existing and proposed).
6. Increasing traffic capacity of existing roadways; in particular, the currently congested sections of US 98 (Tyndall Parkway).
7. Improving security for the Tyndall AFB by providing an alternative route to US 98 through Tyndall.
8. Providing an alternative to existing emergency evacuation routes.
9. Providing a new corridor consistent with the adopted Bay County Long Range Transportation Plan (LRTP); and the adopted Bay County and proposed Gulf County Comprehensive Plans.



APPENDIX D

Gulf Coast Parkway Socioeconomic Subarea Maps Showing Locations for Future Development

Build Alternative 8 Future Development Scenario

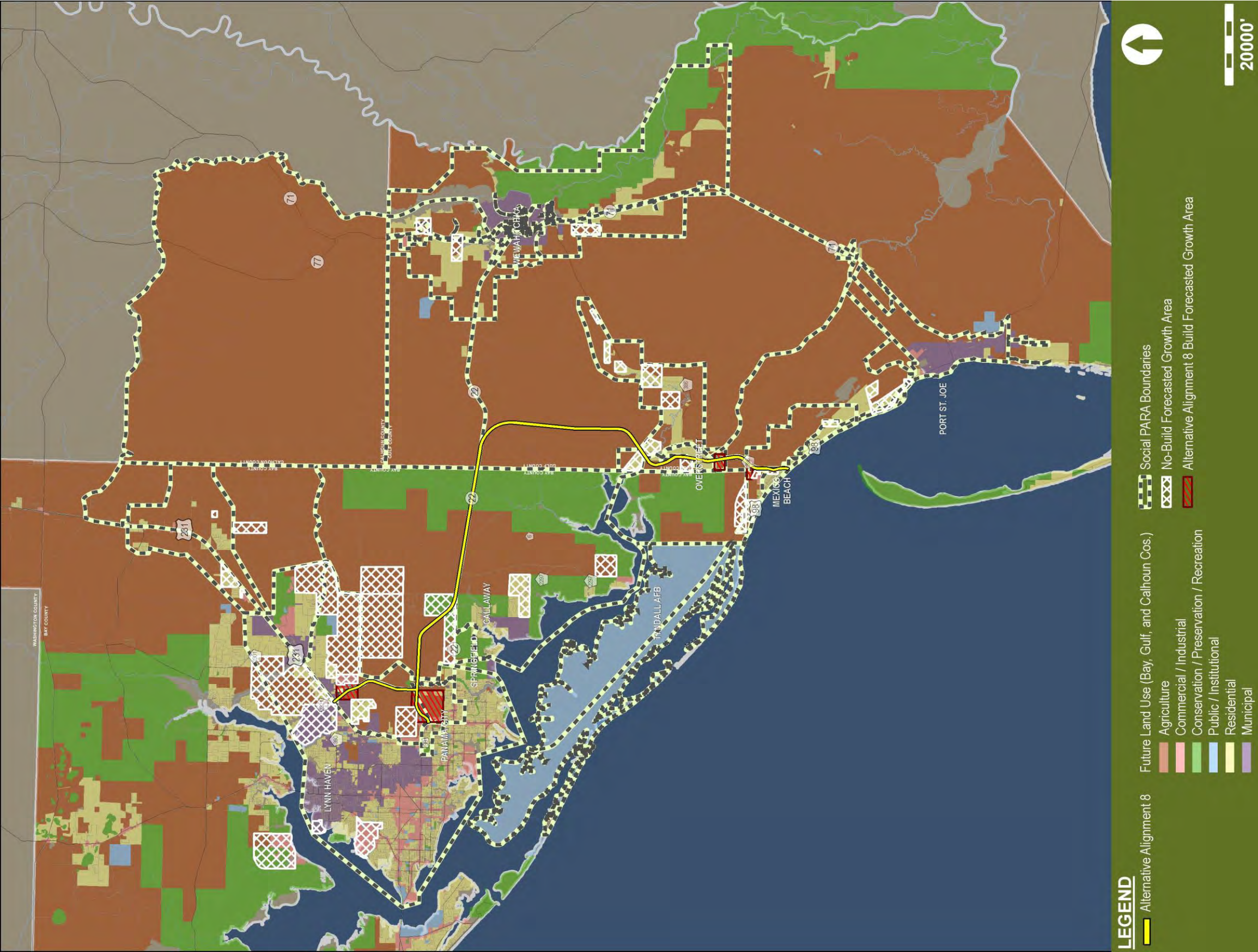
Build Alternative 14 Future Development Scenario

Build Alternative 15 Future Development Scenario

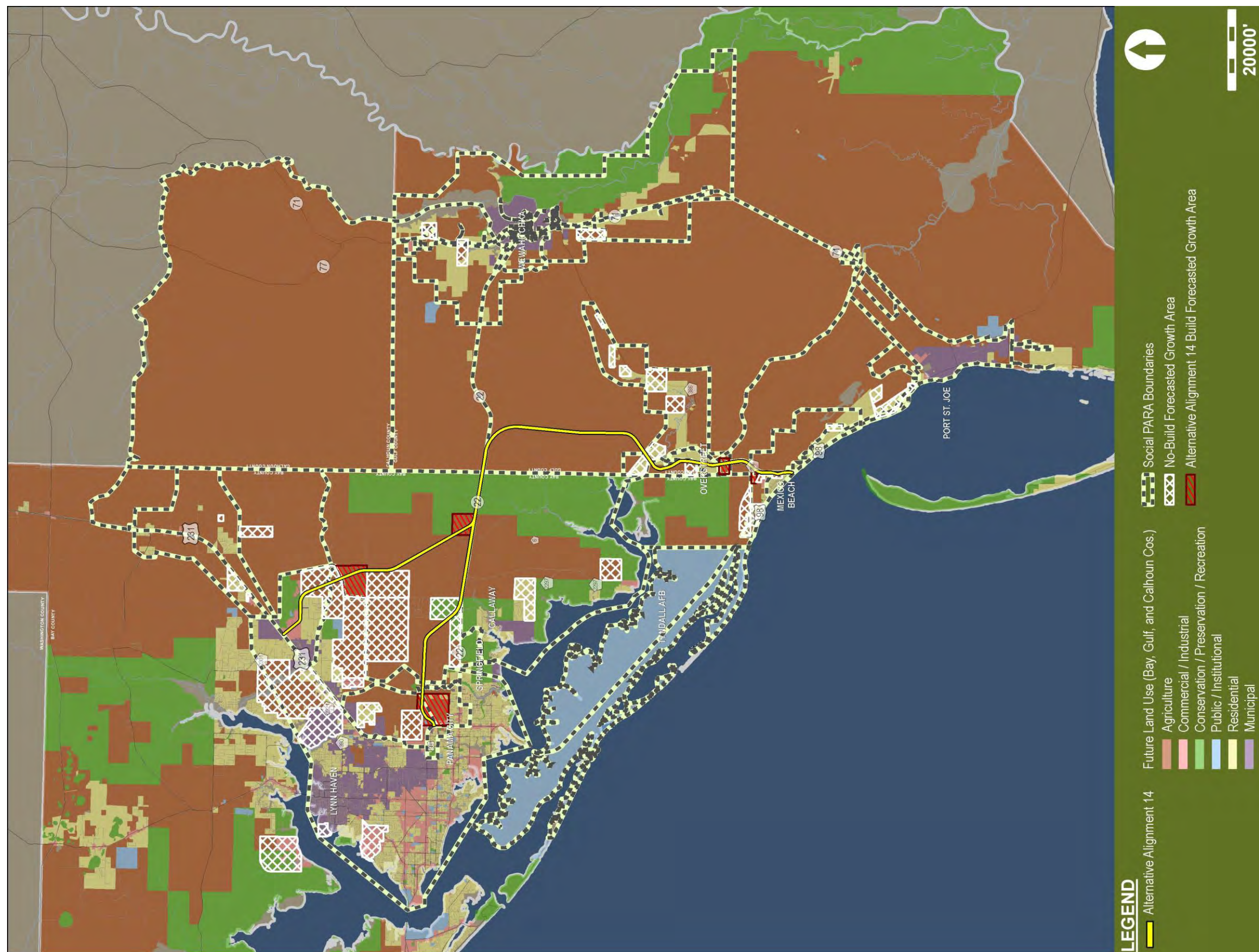
Build Alternative 17 Future Development Scenario

Build Alternative 19 Future Development Scenario

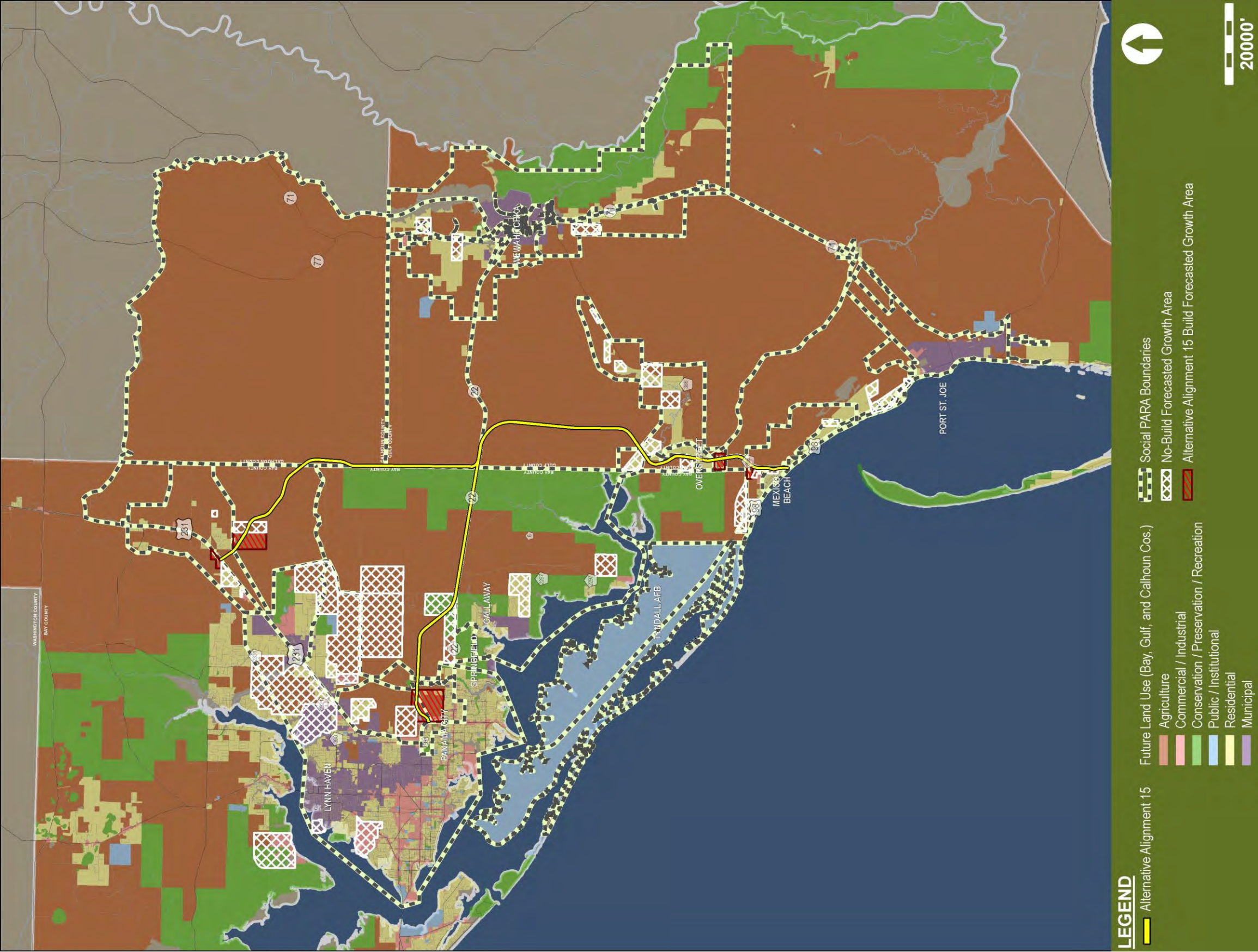
Build Alternative 8 Future Development Scenario



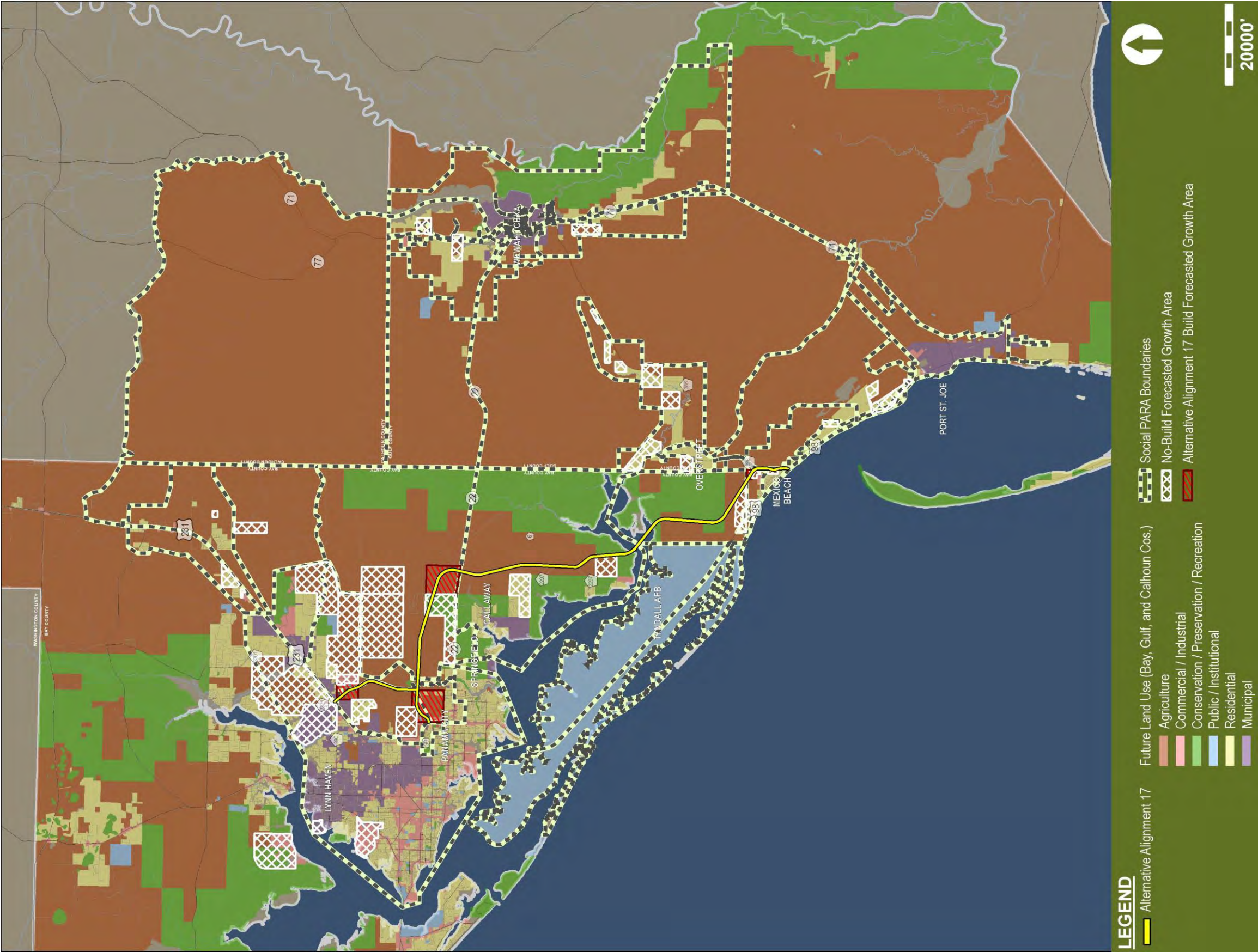
D-3



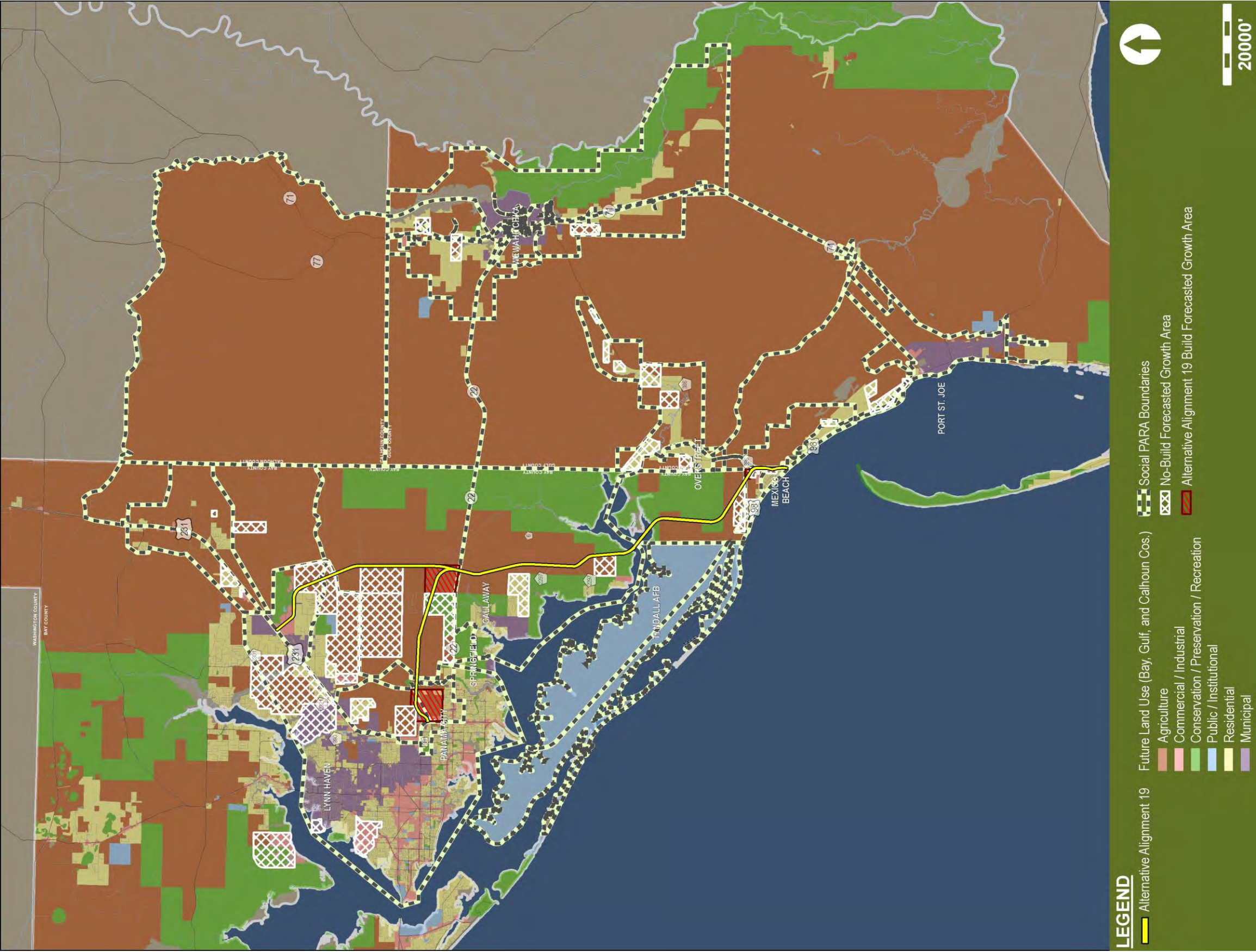
Build Alternative 15 Future Development Scenario



Build Alternative 17 Future Development Scenario



Build Alternative 19 Future Development Scenario



APPENDIX E

Build Alternatives Involvement with Wetlands

Figure 1: Involvement with Named Streams

Figures 2- 12: Involvement with Wetland Soils

Figures 13- 25: Involvement with FLUCCFCS

Figures 26-37: Involvement with Wetlands

Figure 1 Named Streams



Figure 2 Soils



Figure 3 Soils



E-5



Figure 5 Soils



Figure 6 Soils

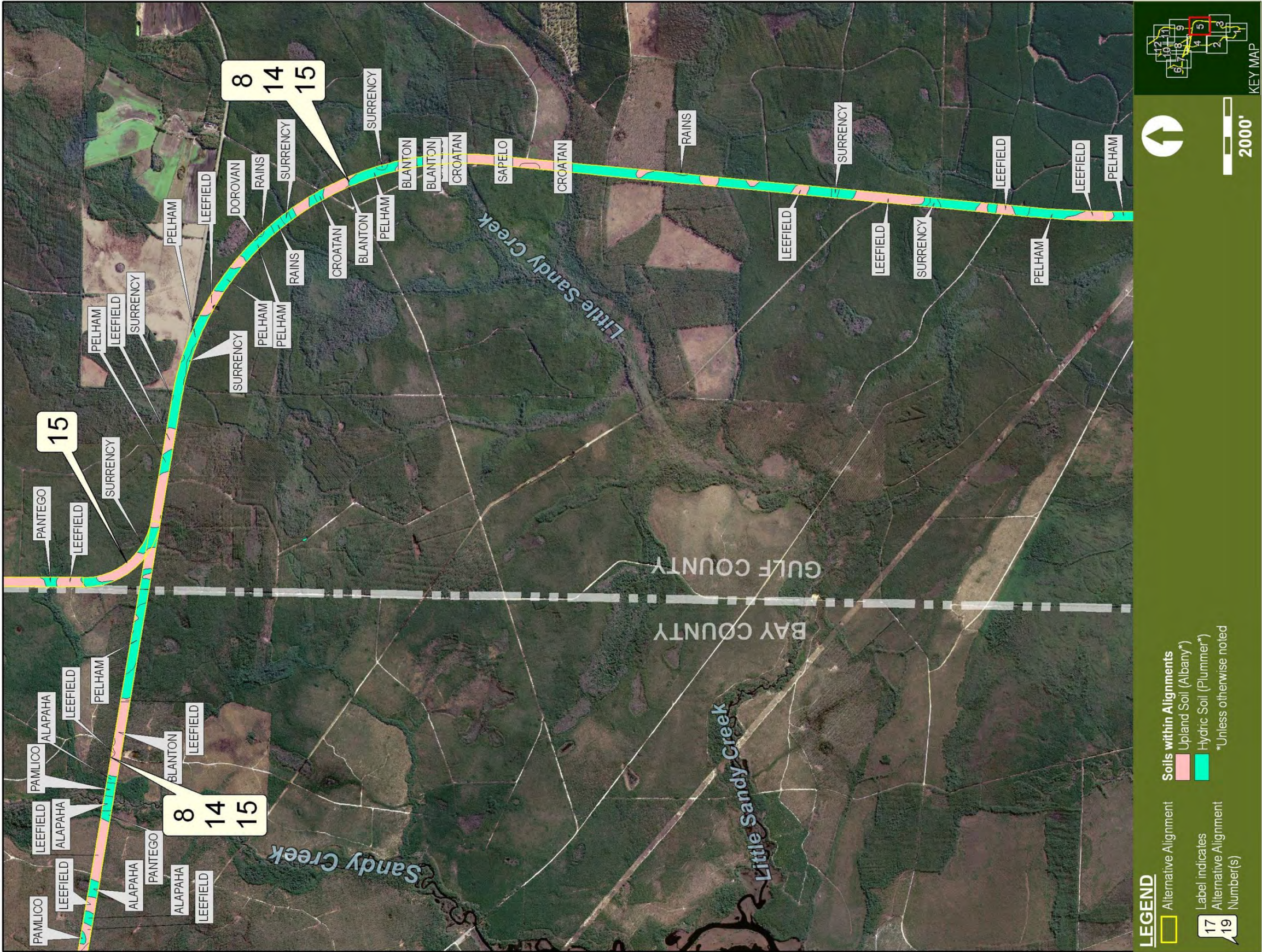


Figure 7 Soils

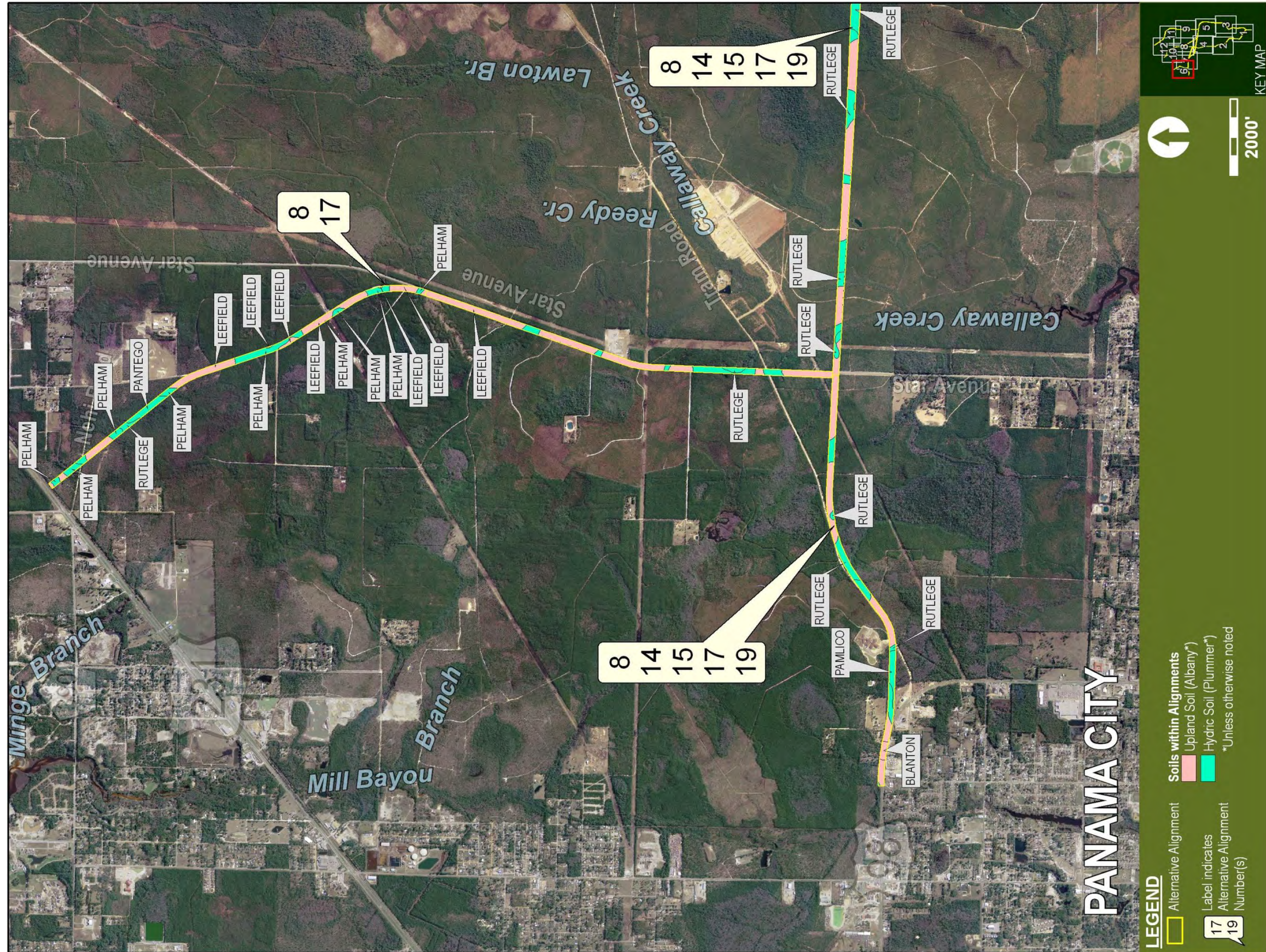


Figure 8 Soils

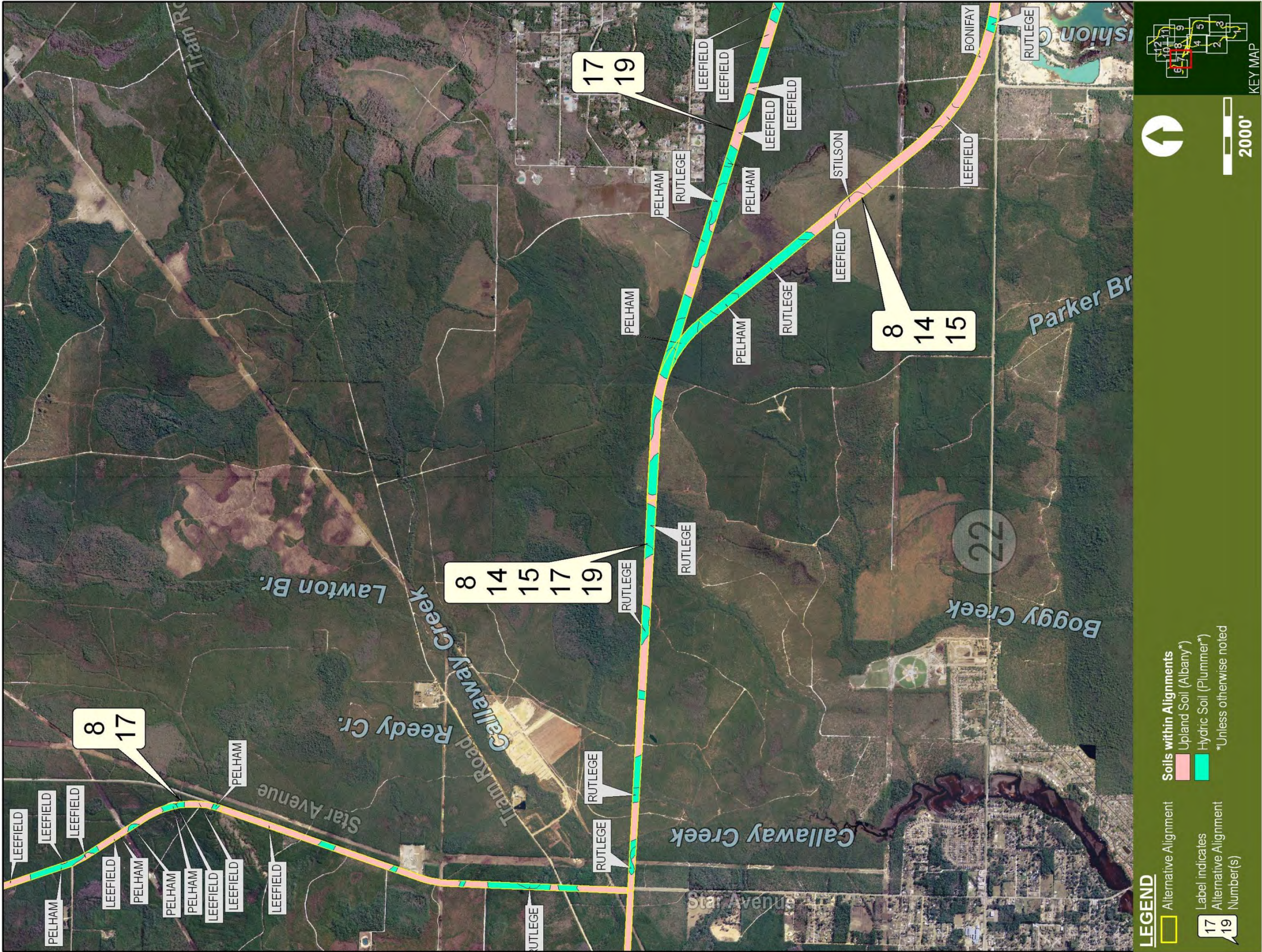


Figure 9 Soils

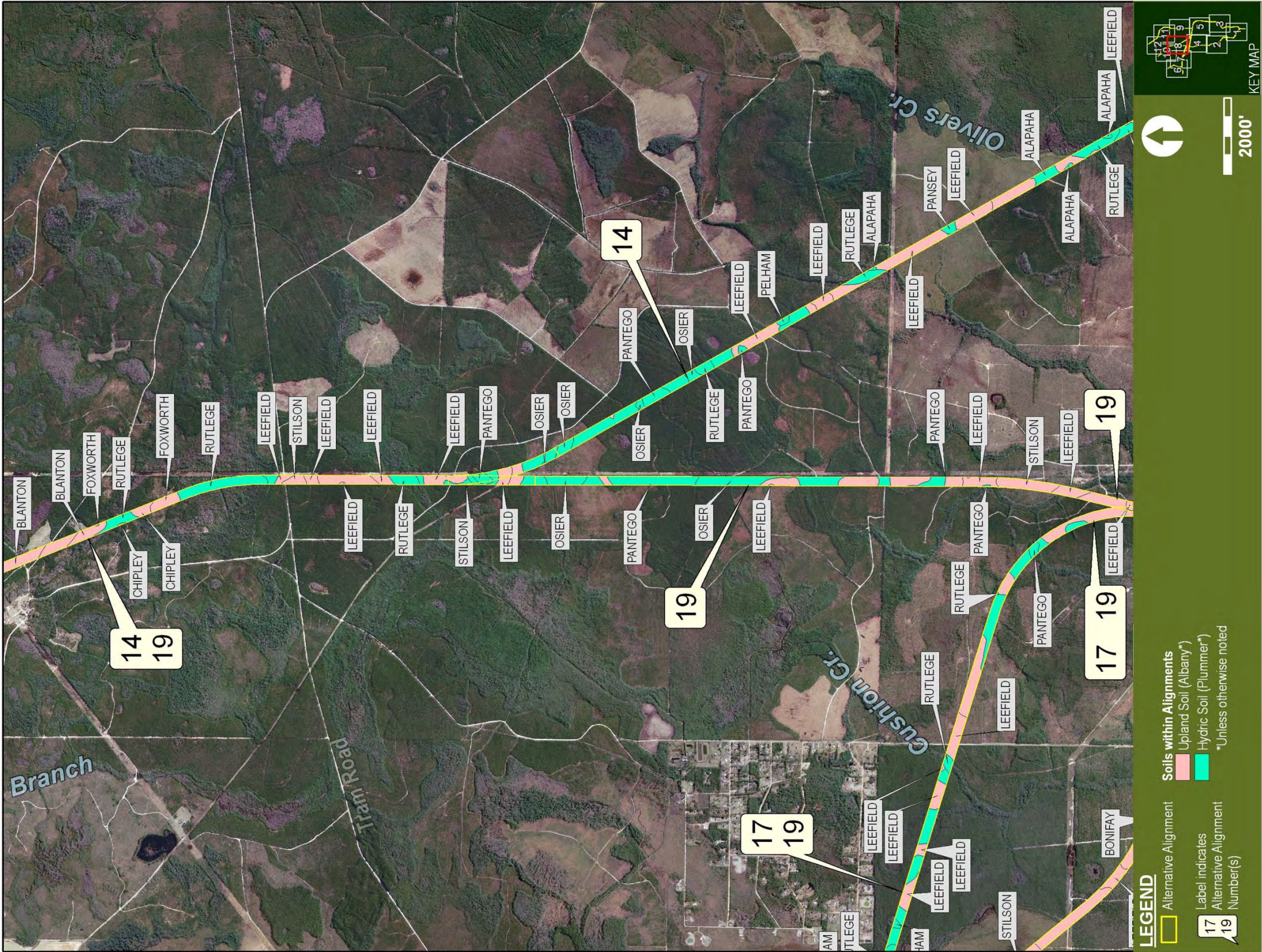


Figure 10 Soils



Figure 11 Soils

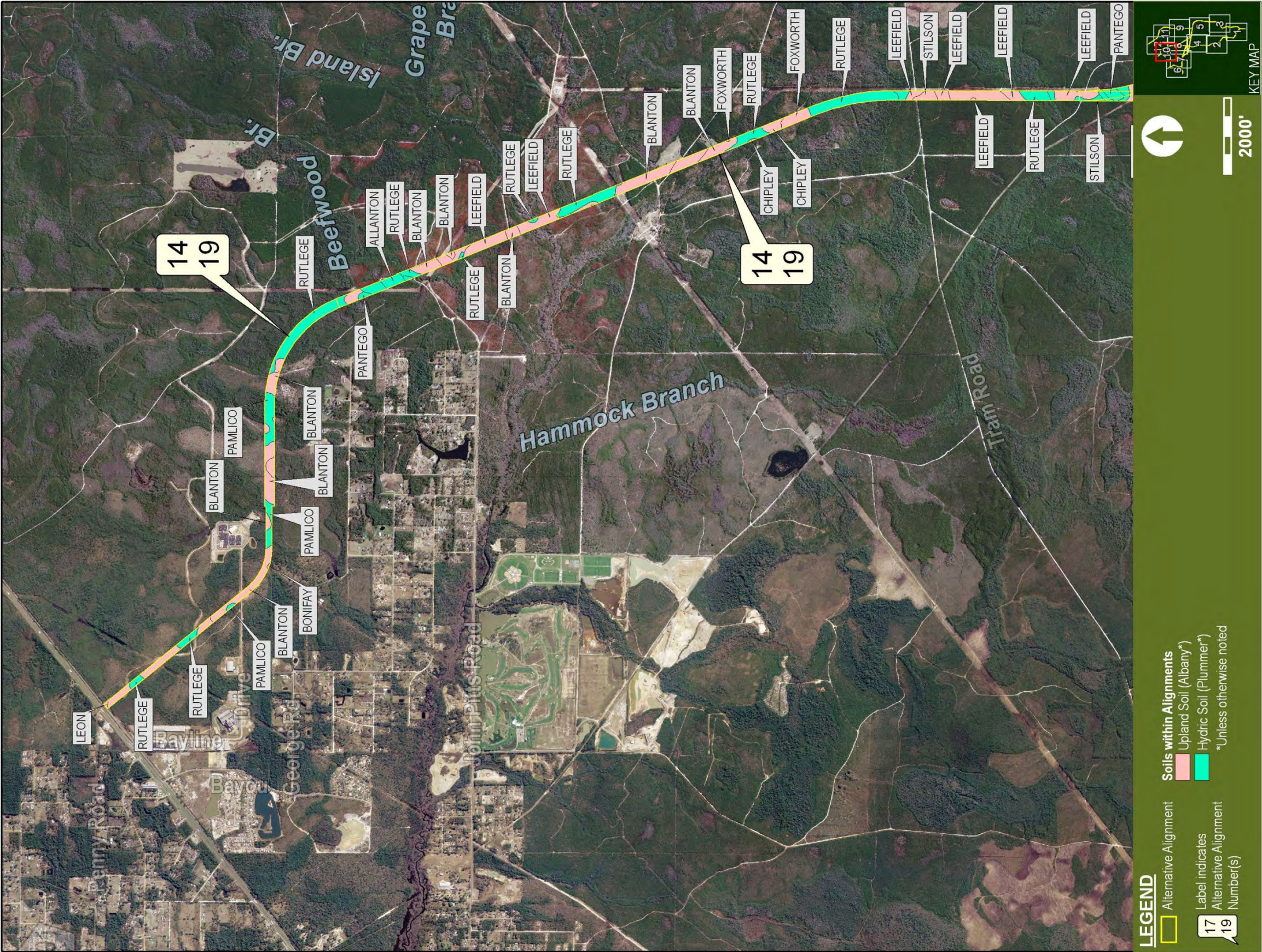


Figure 12 Soils

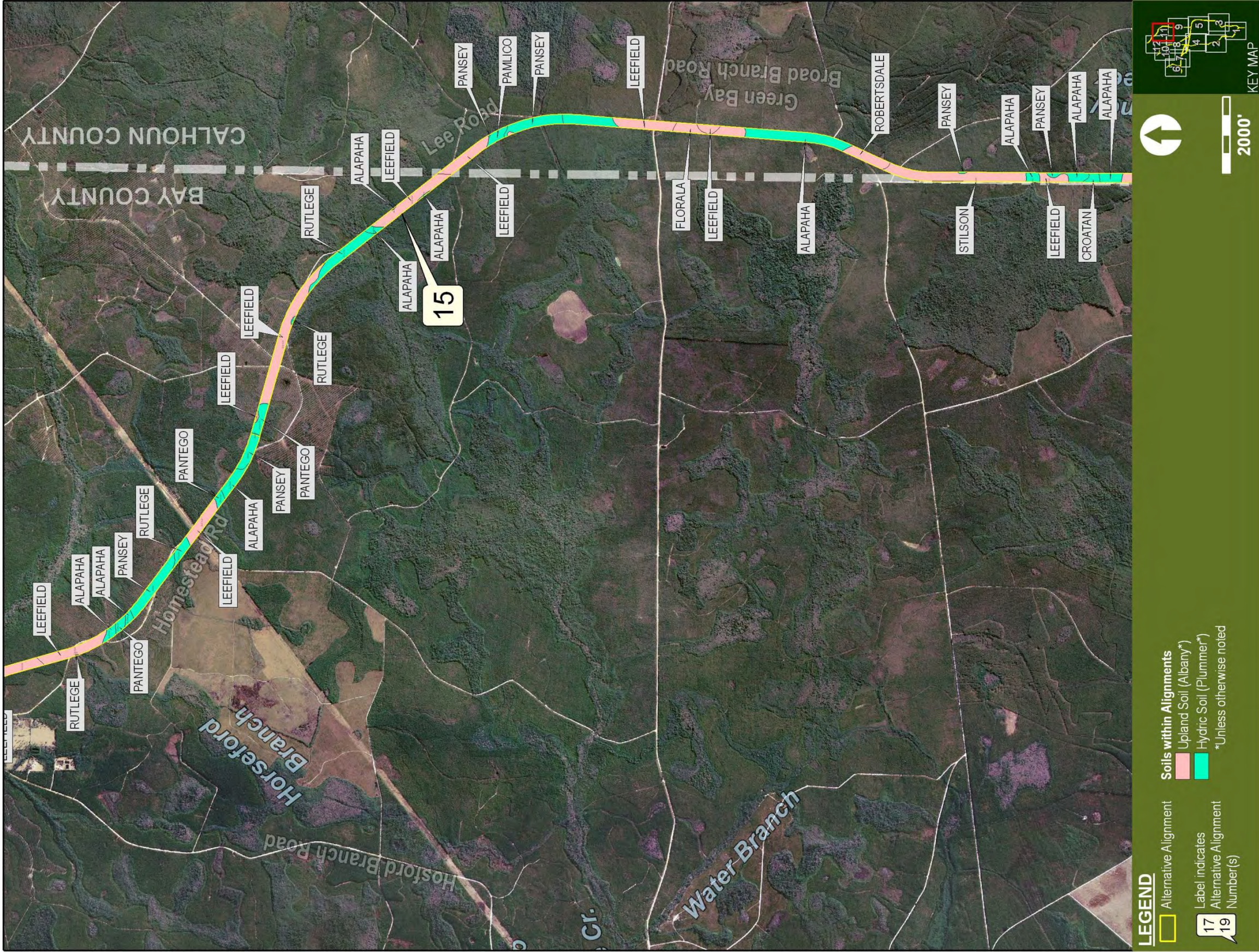


Figure 13 FLUCFCS

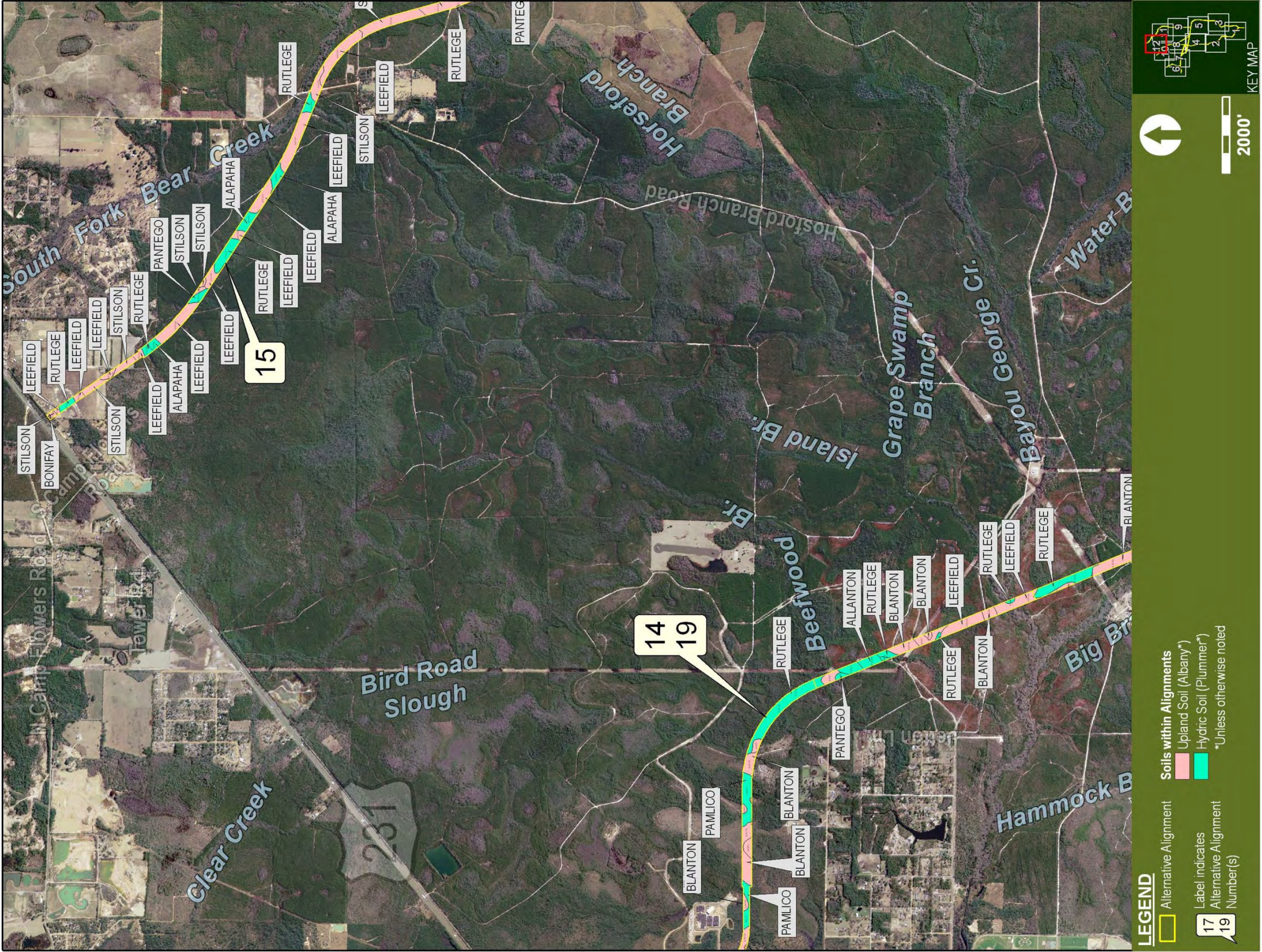


Figure 14 FLUCFCS



Figure 15 FLUCFCS

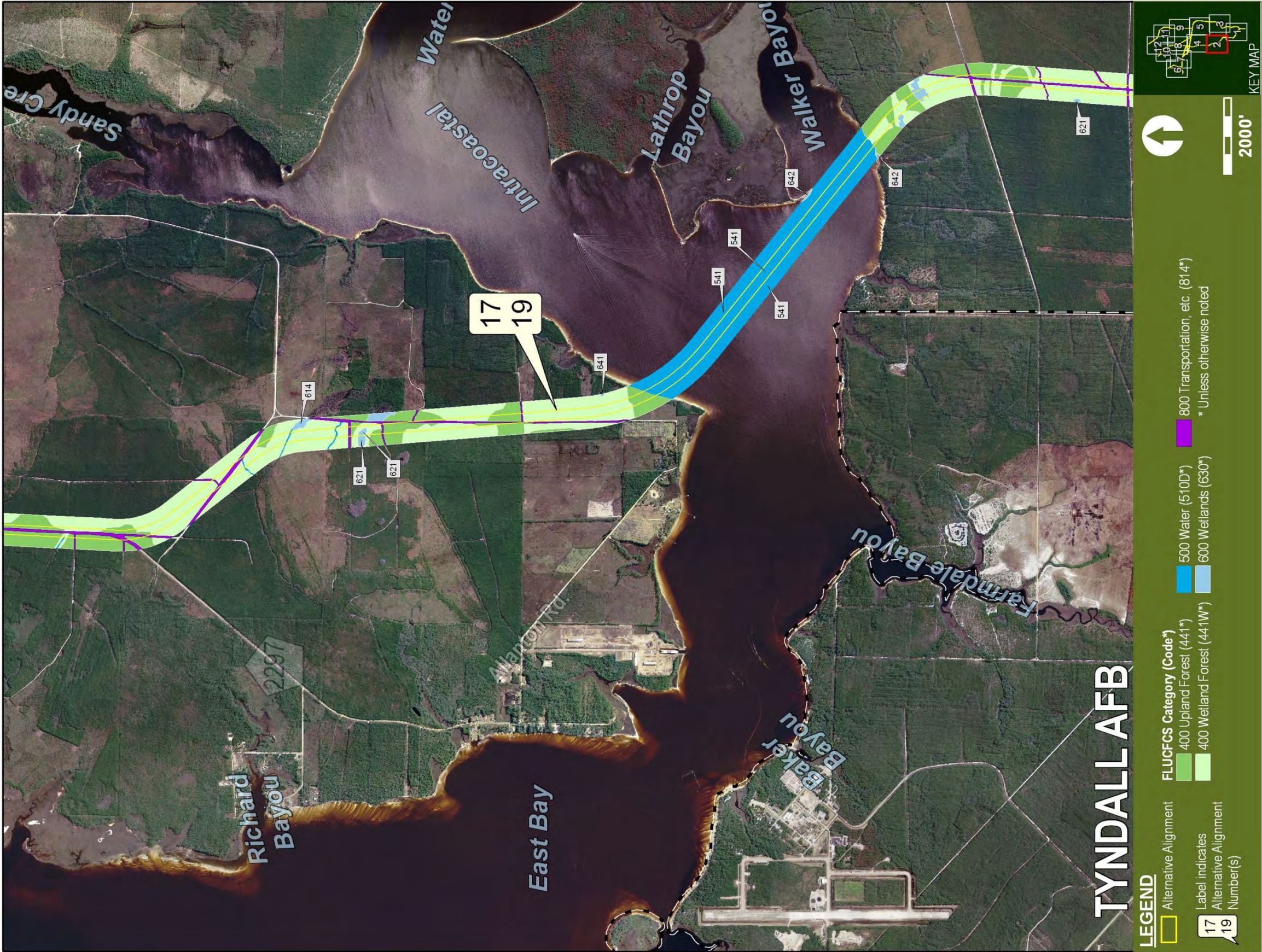


Figure 16 FLUCFCS



Figure 17 FLUCFCS

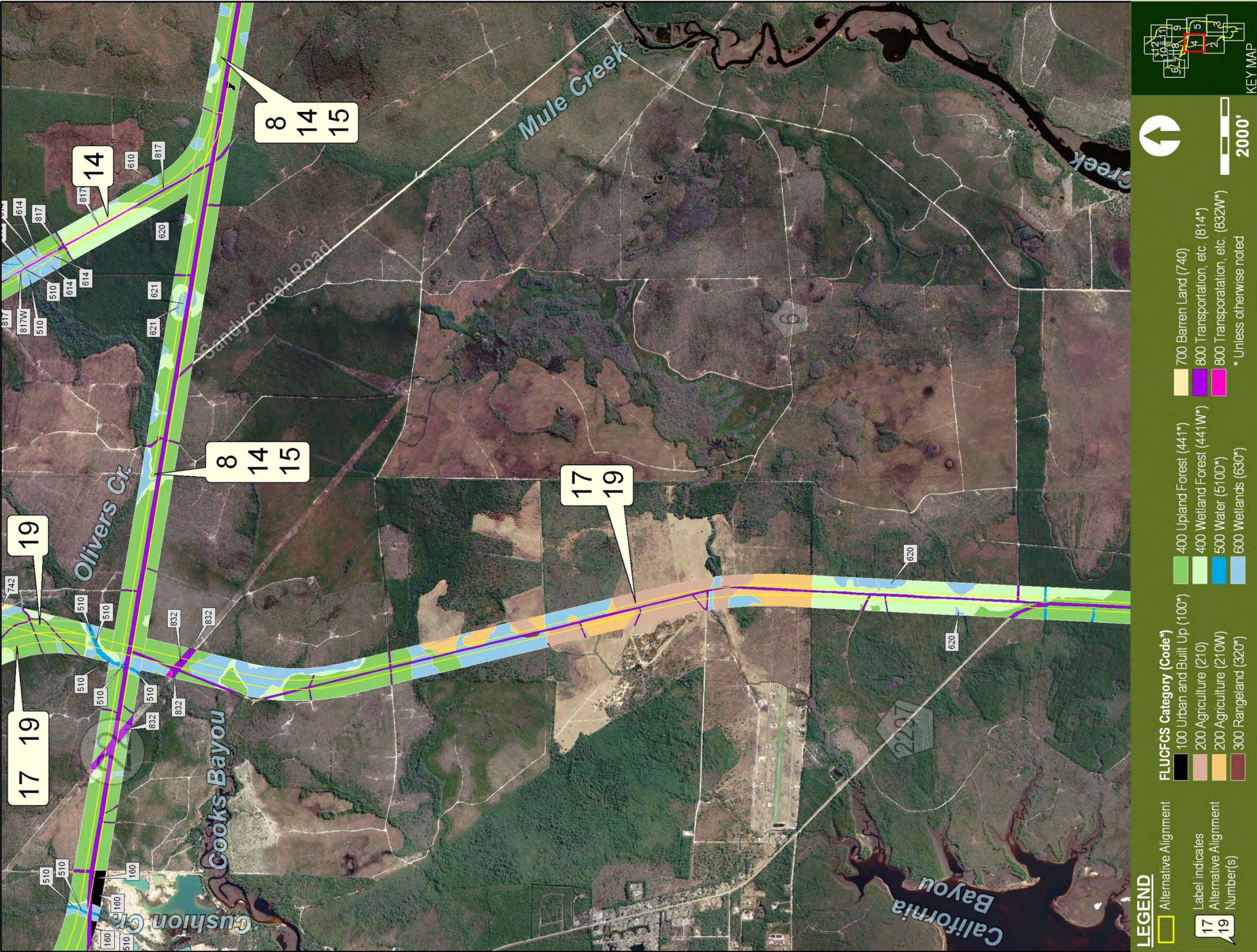


Figure 18 FLUCFCS

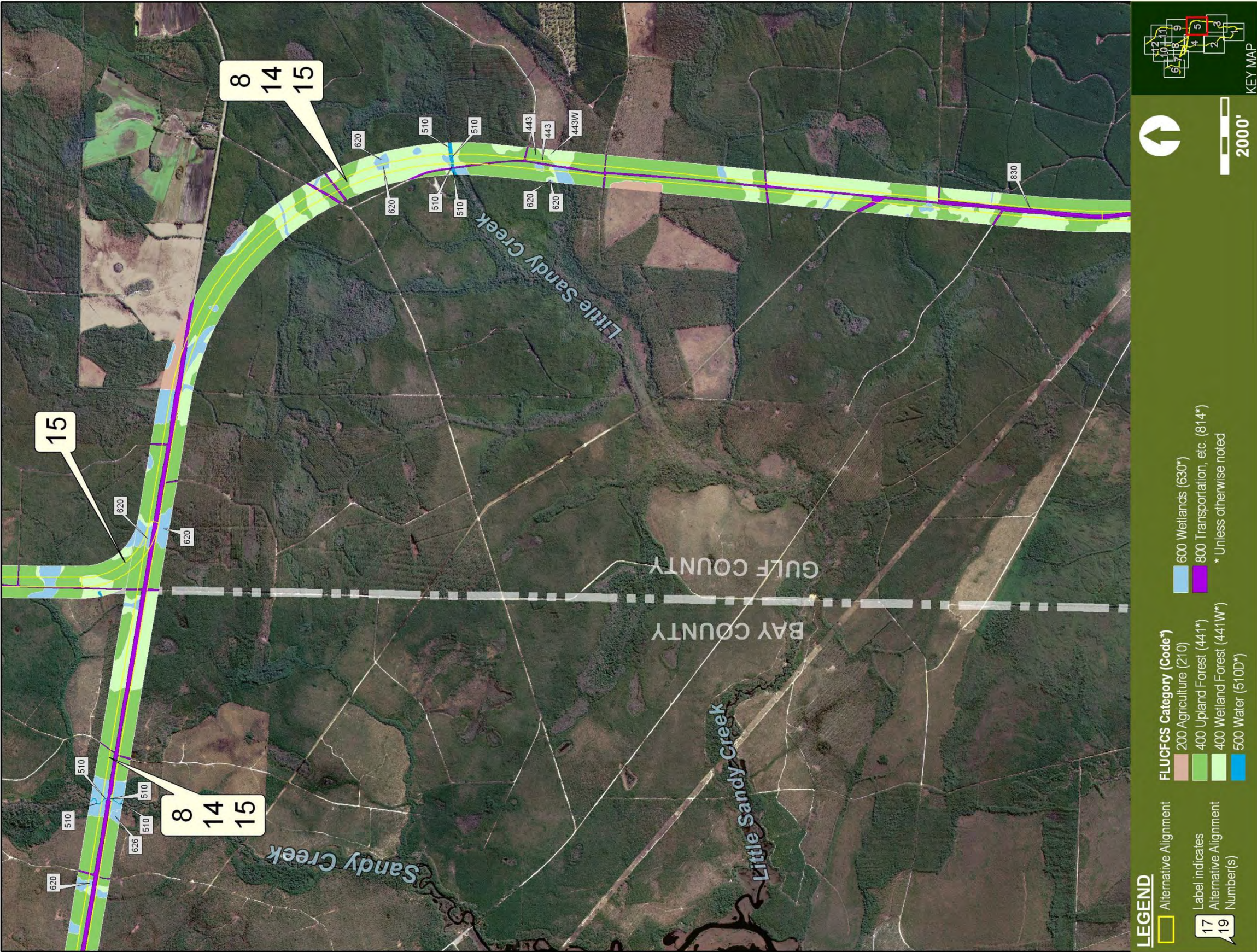


Figure 19 FLUCFCS

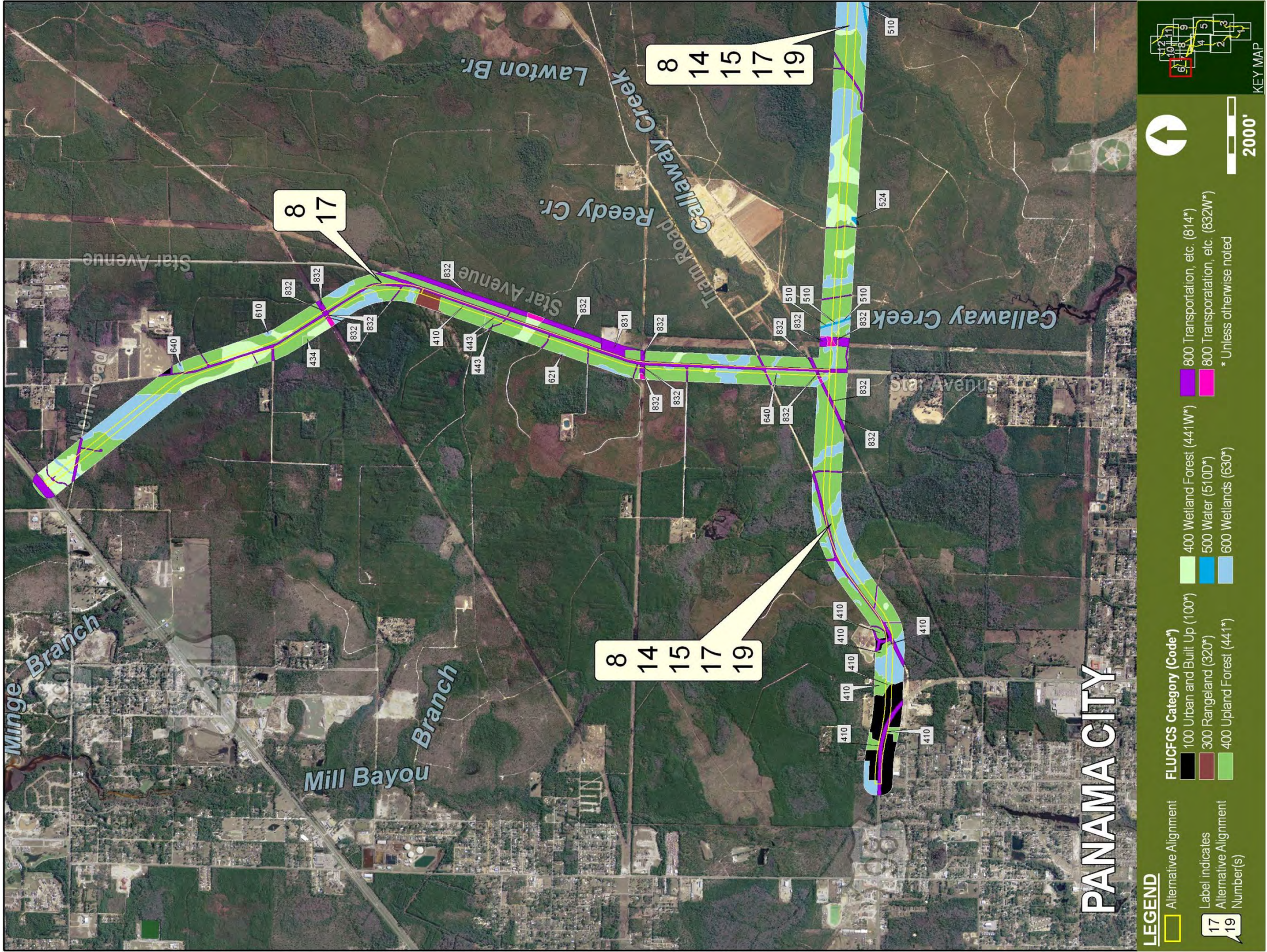


Figure 20 FLUCFCS

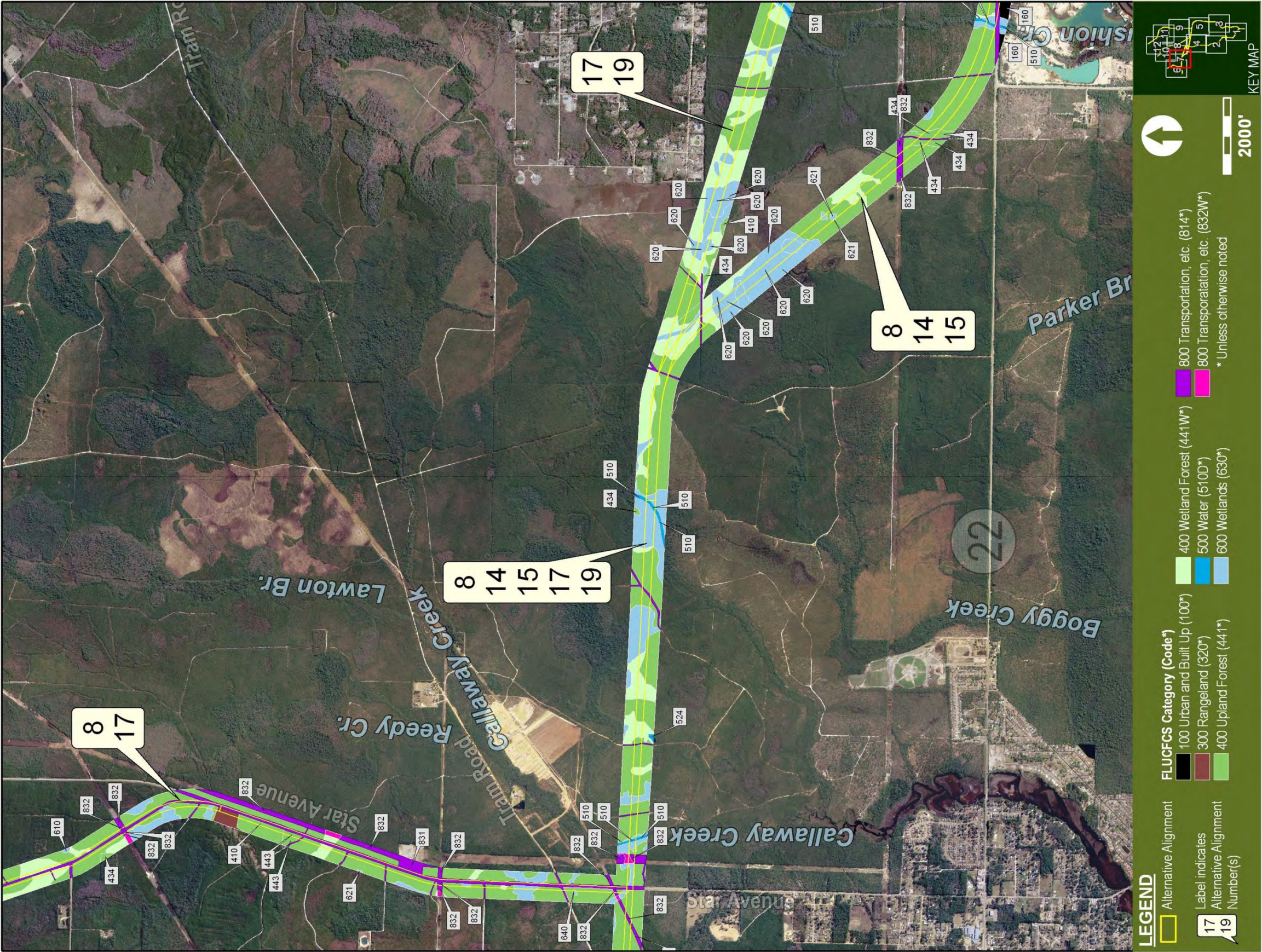


Figure 21 FLUCFCS

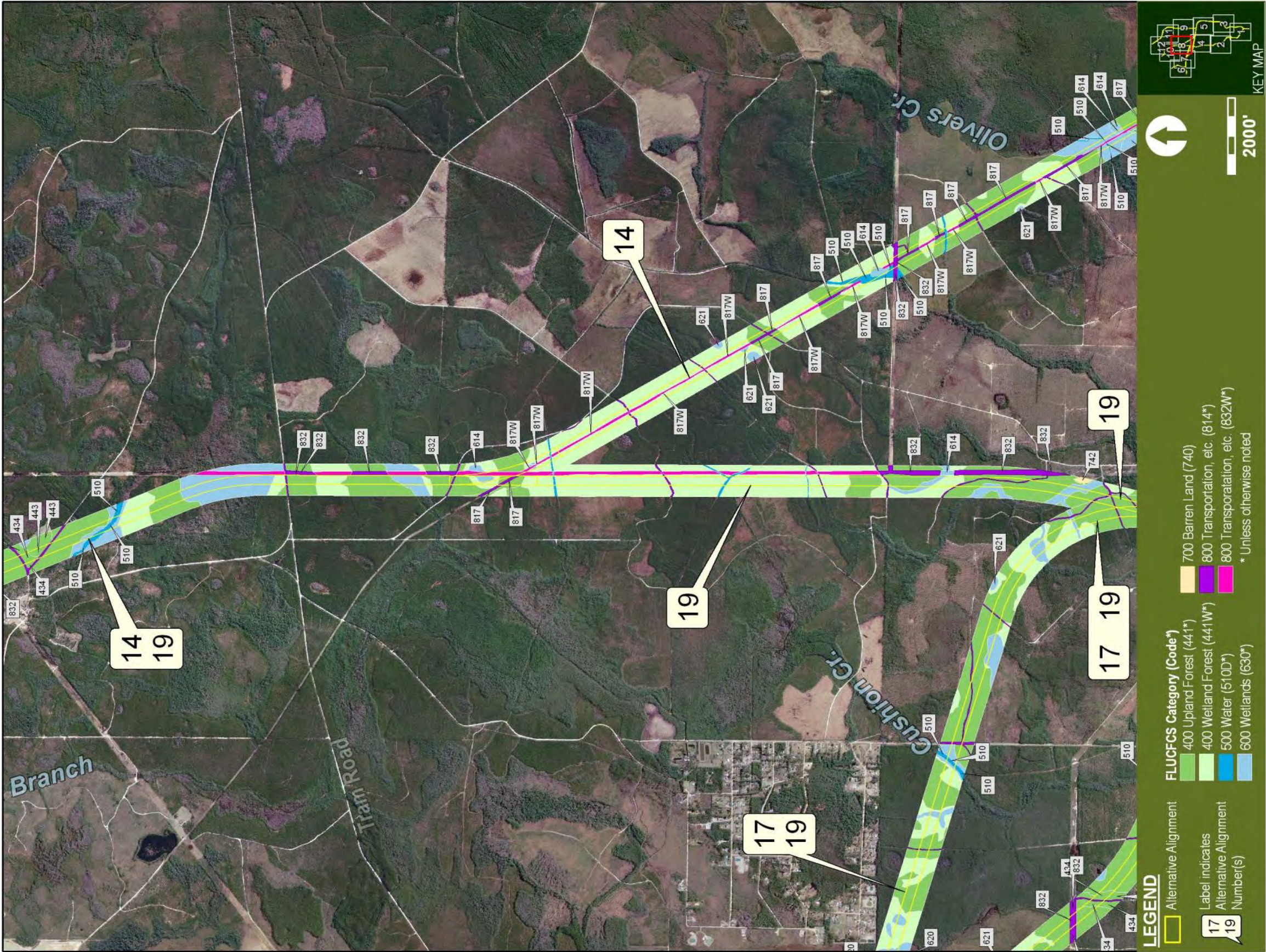


Figure 22 FLUCFCS



Figure 23 FLUCFCS

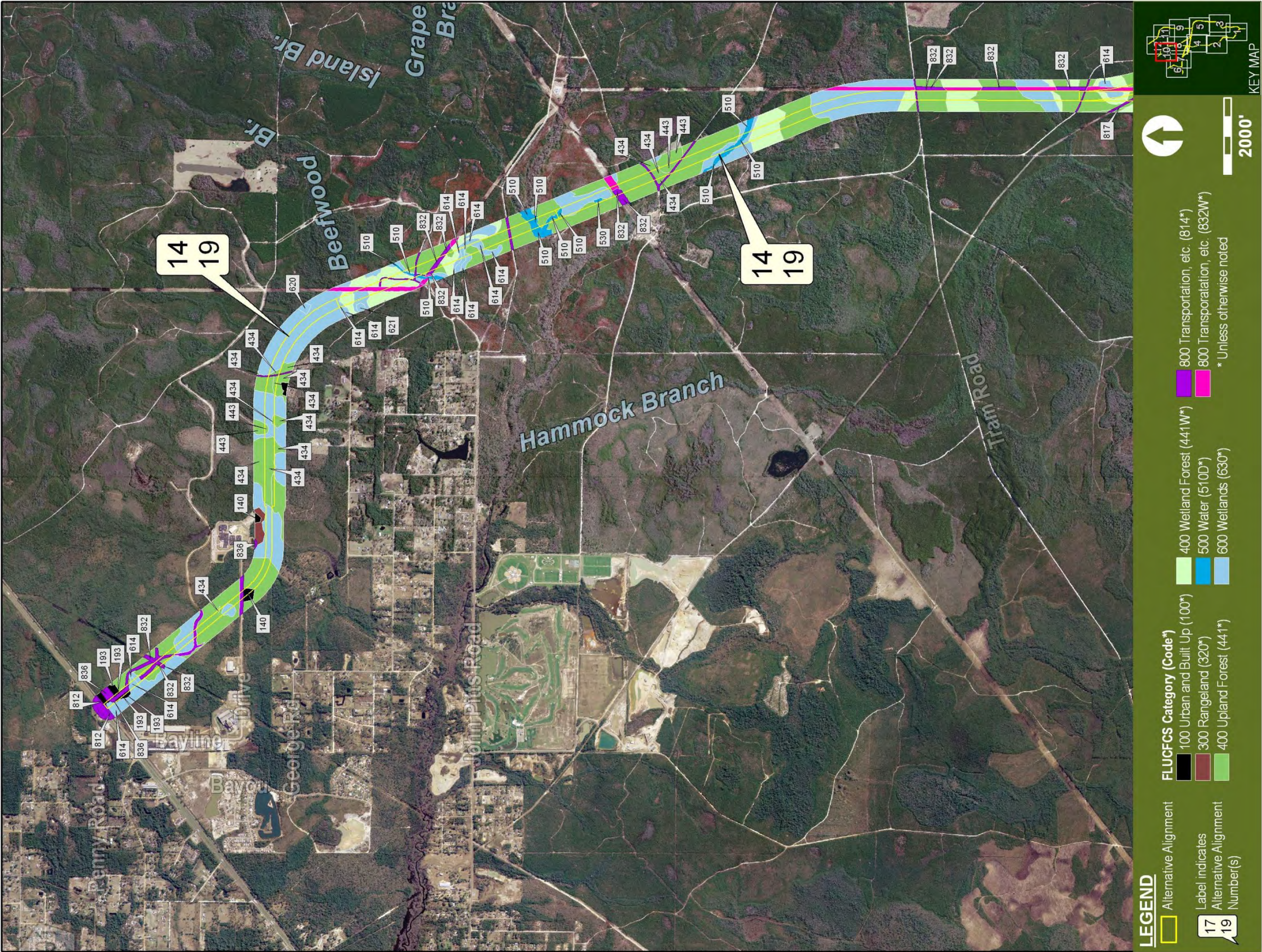


Figure 24 FLUCFCS

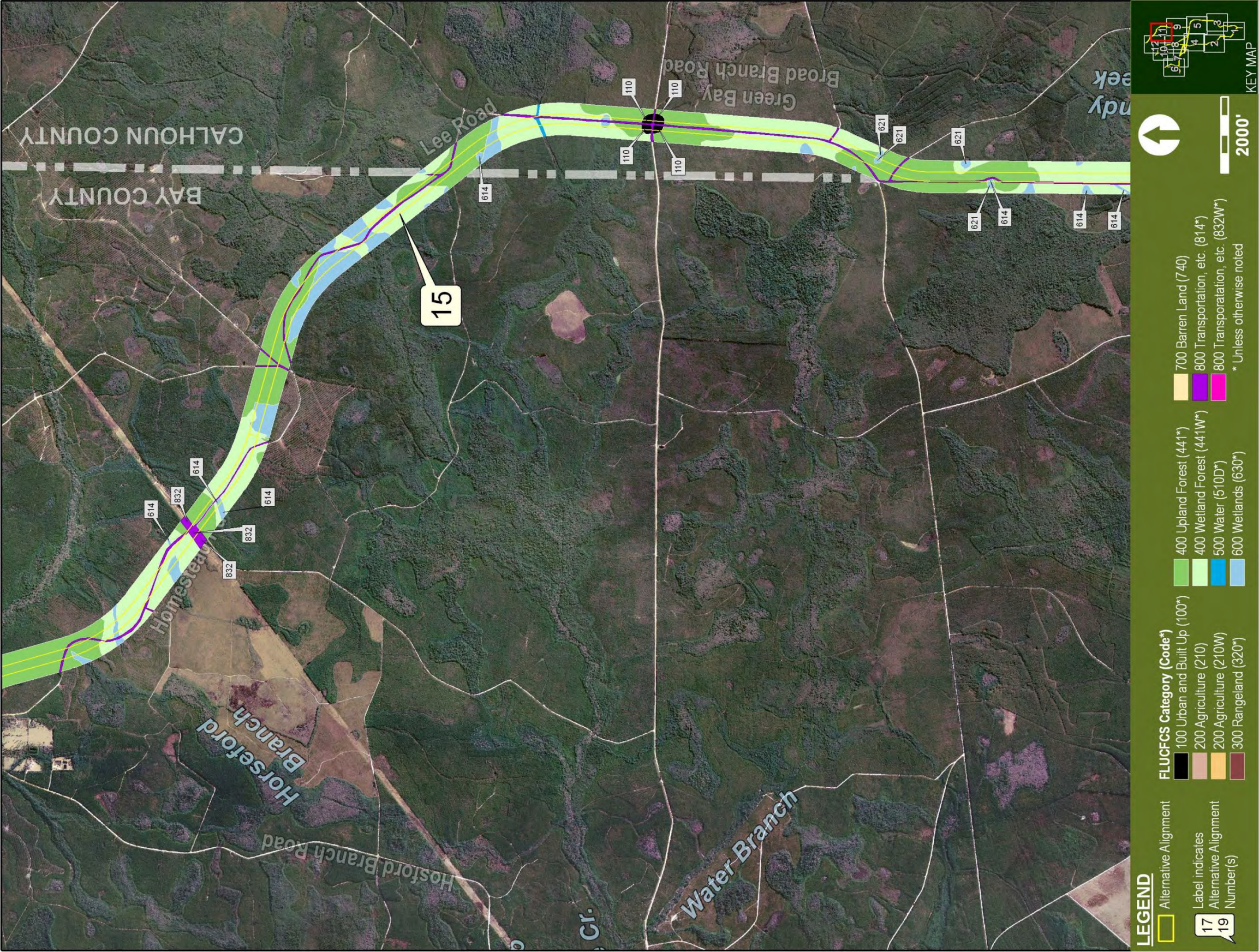


Figure 25 FLUCFCS

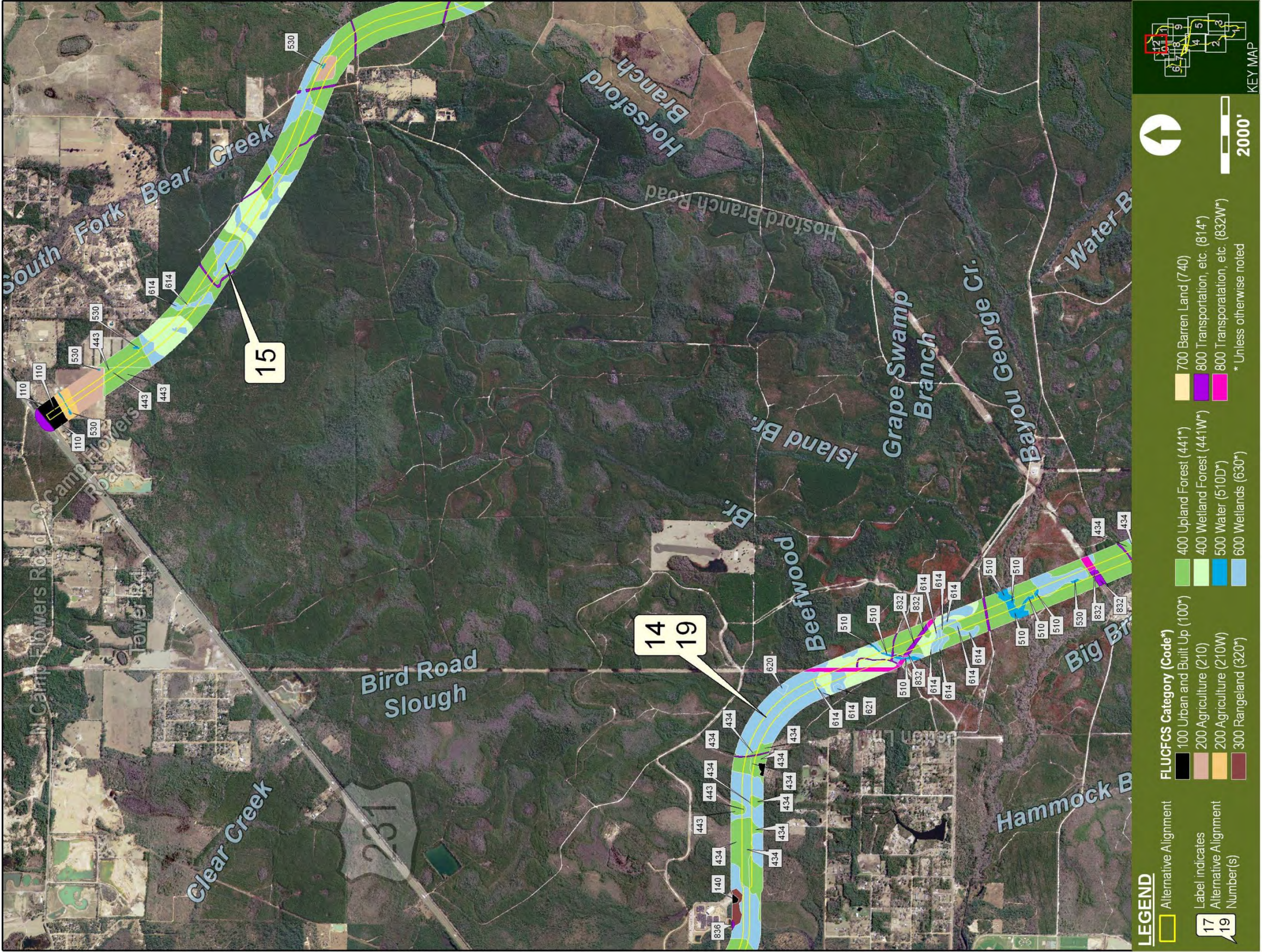


Figure 26 Wetlands



Figure 27 Wetlands



Figure 28 Wetlands

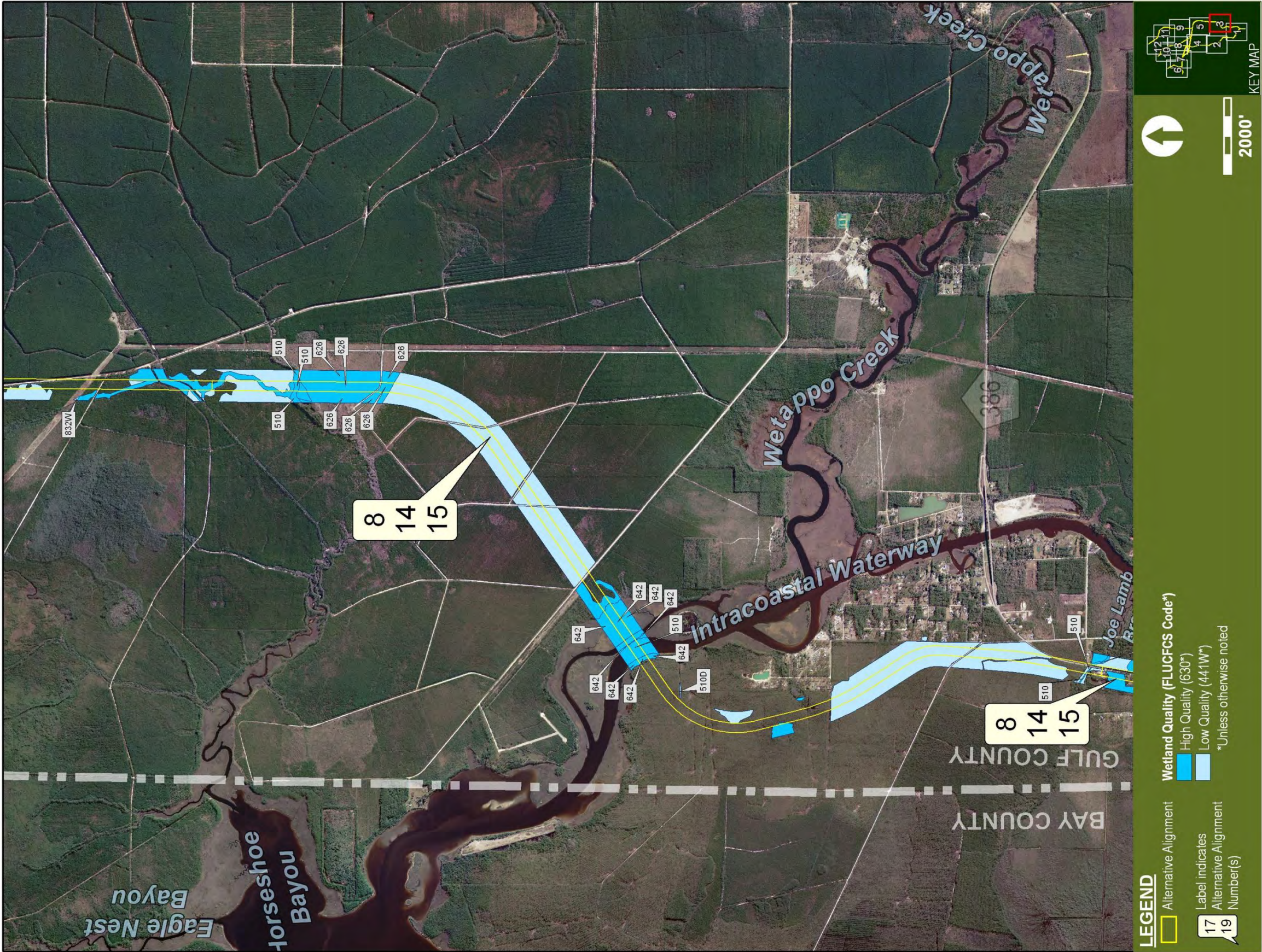
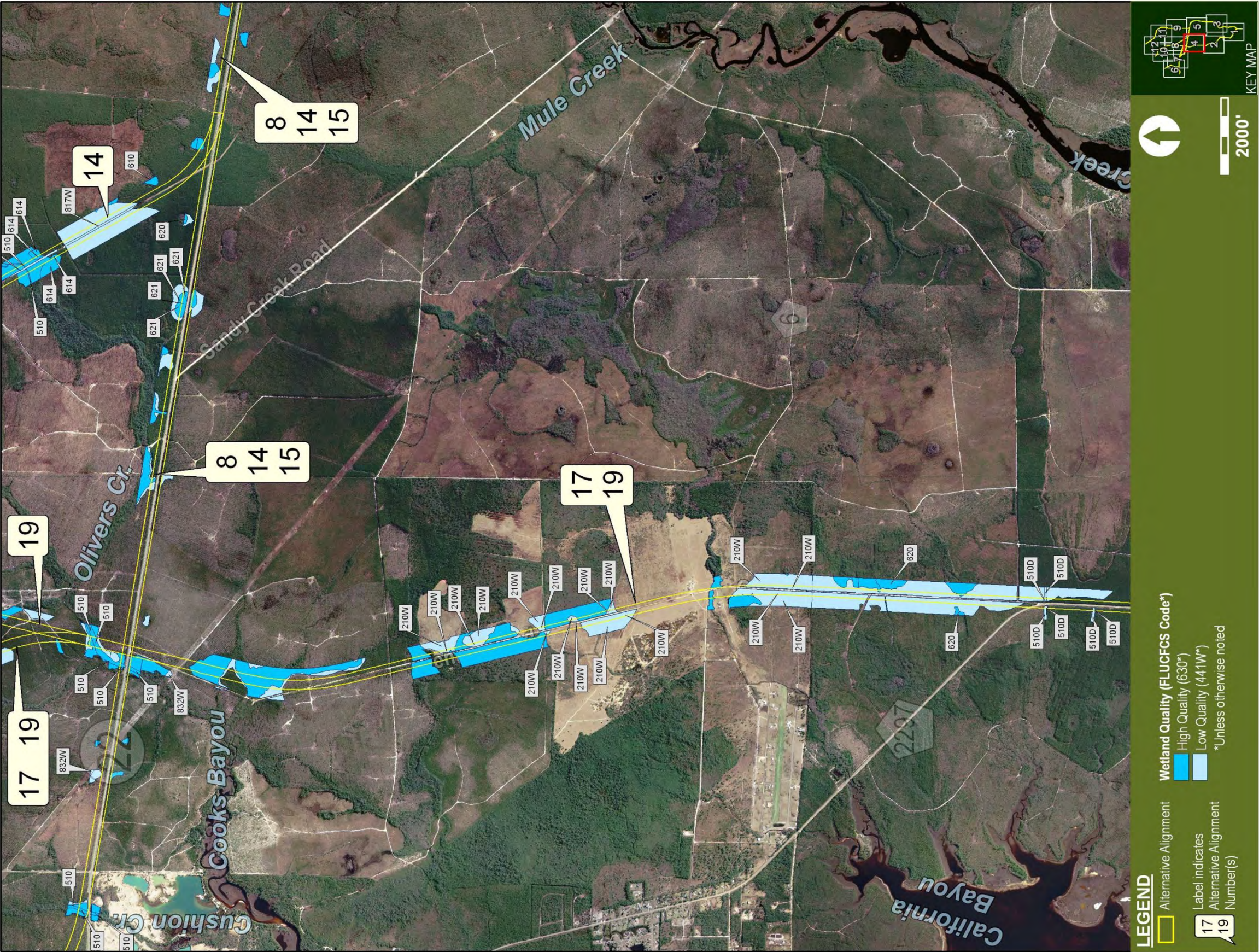


Figure 29 Wetlands



E-31



Figure 31 Wetlands

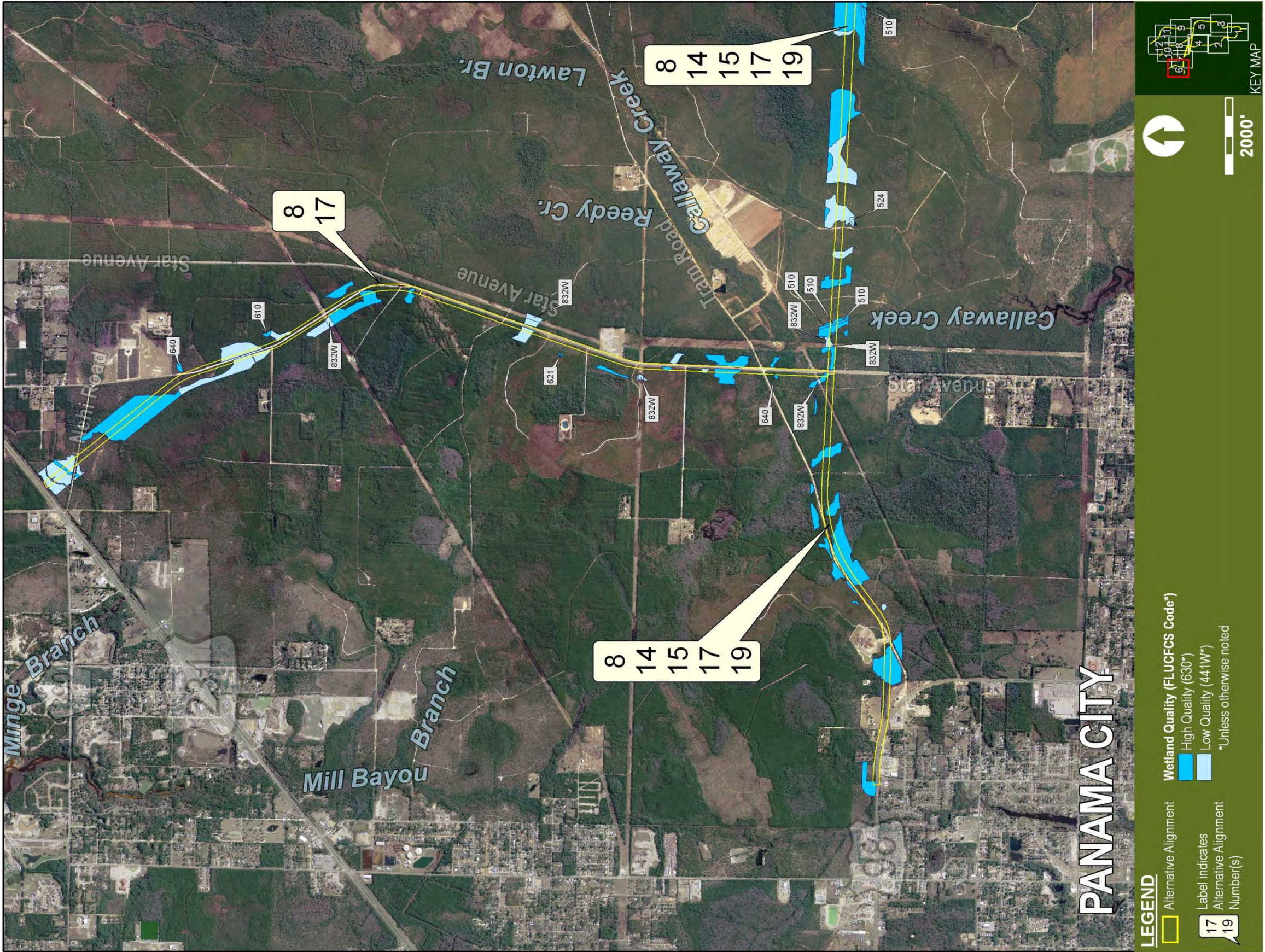


Figure 32 Wetlands

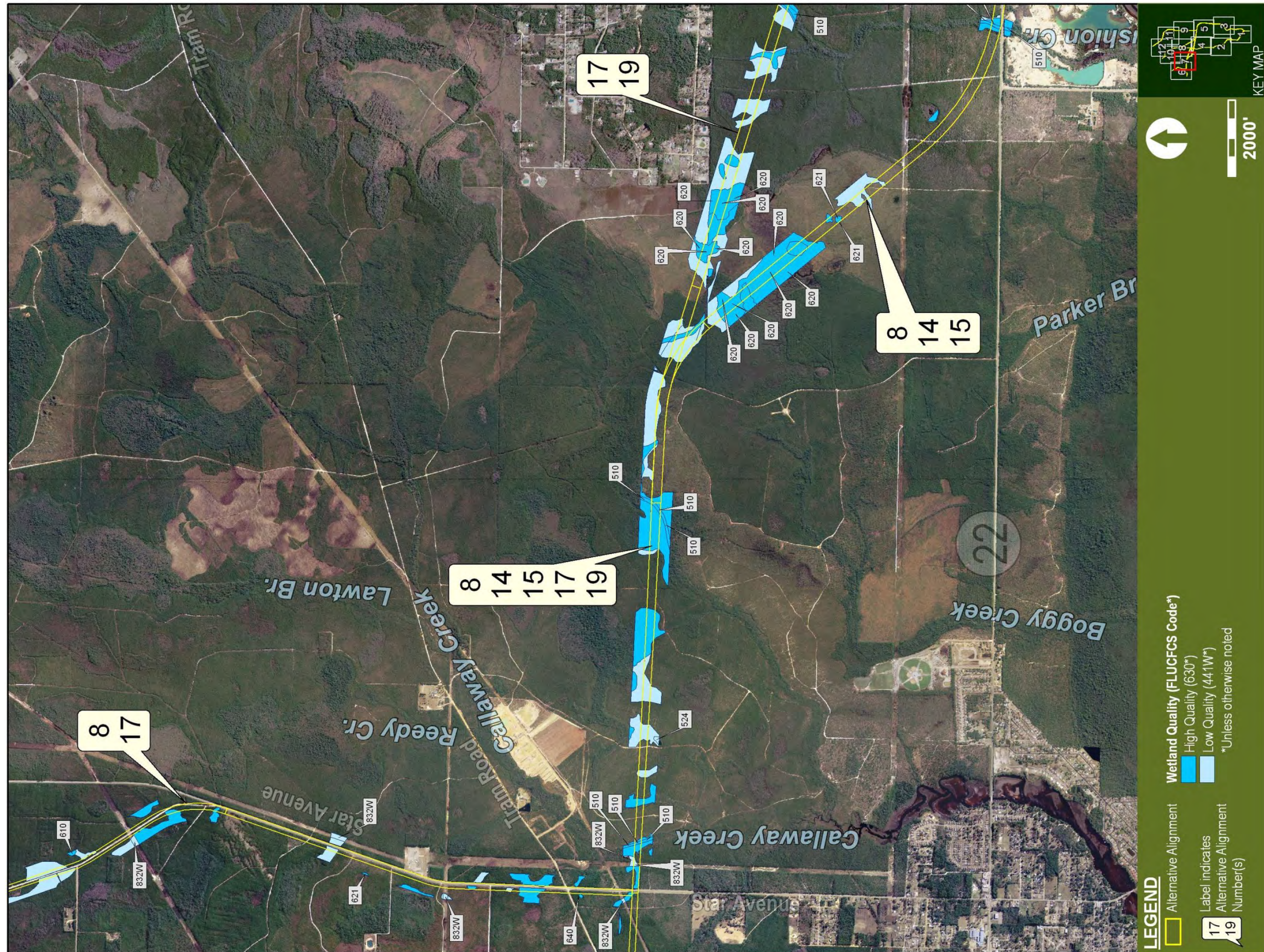


Figure 33 Wetlands

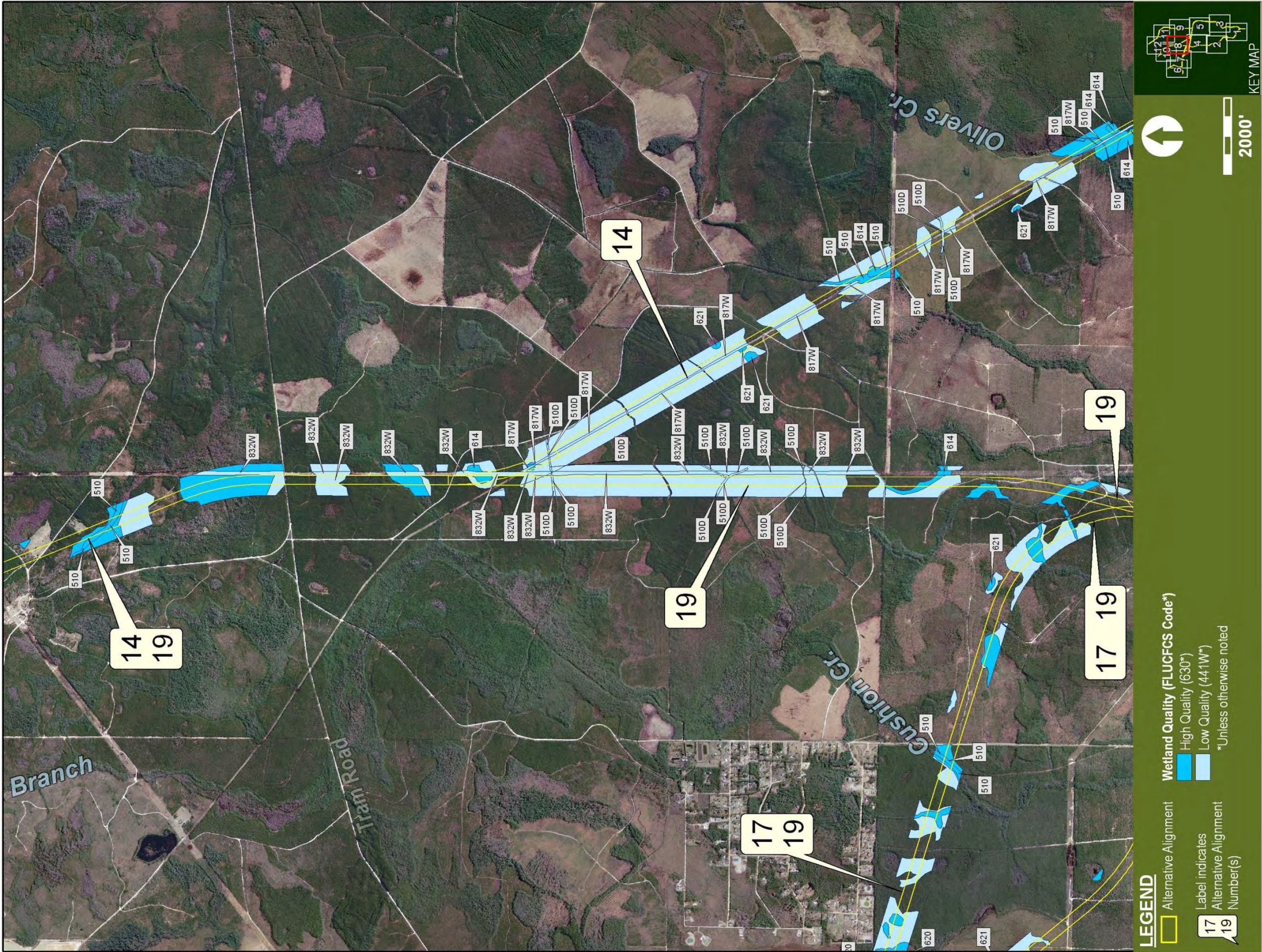


Figure 34 Wetlands

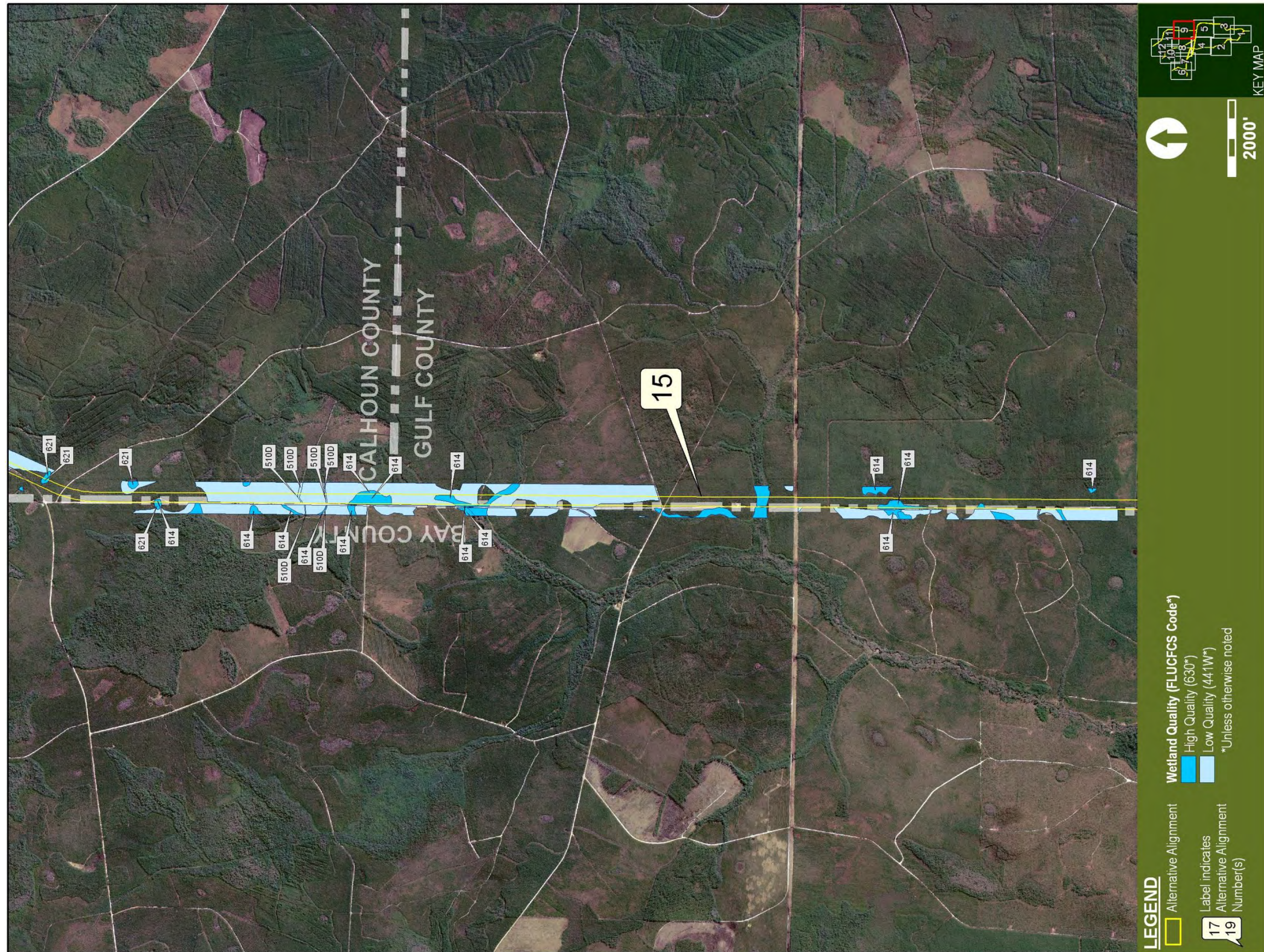


Figure 35 Wetlands

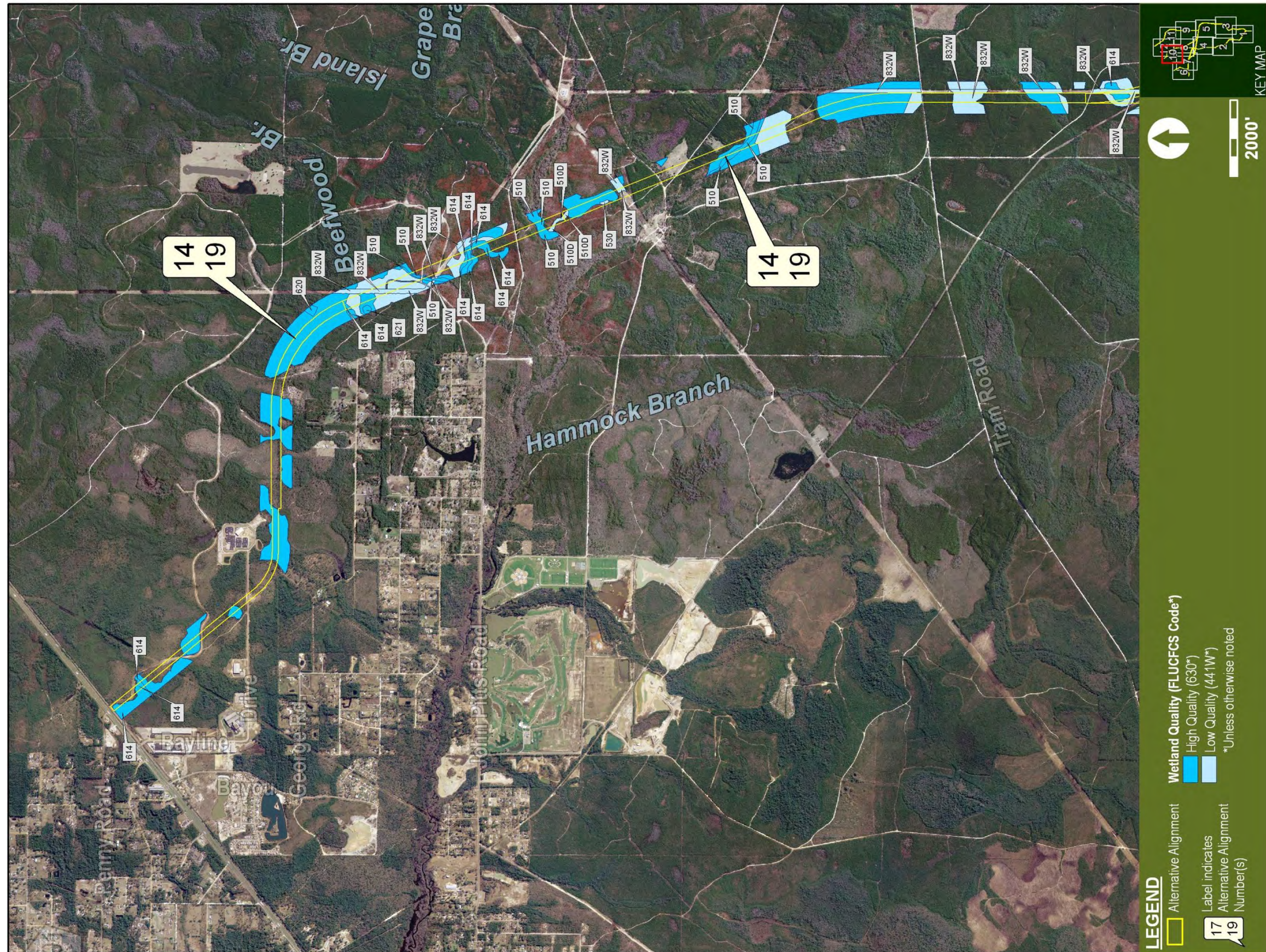


Figure 36 Wetlands

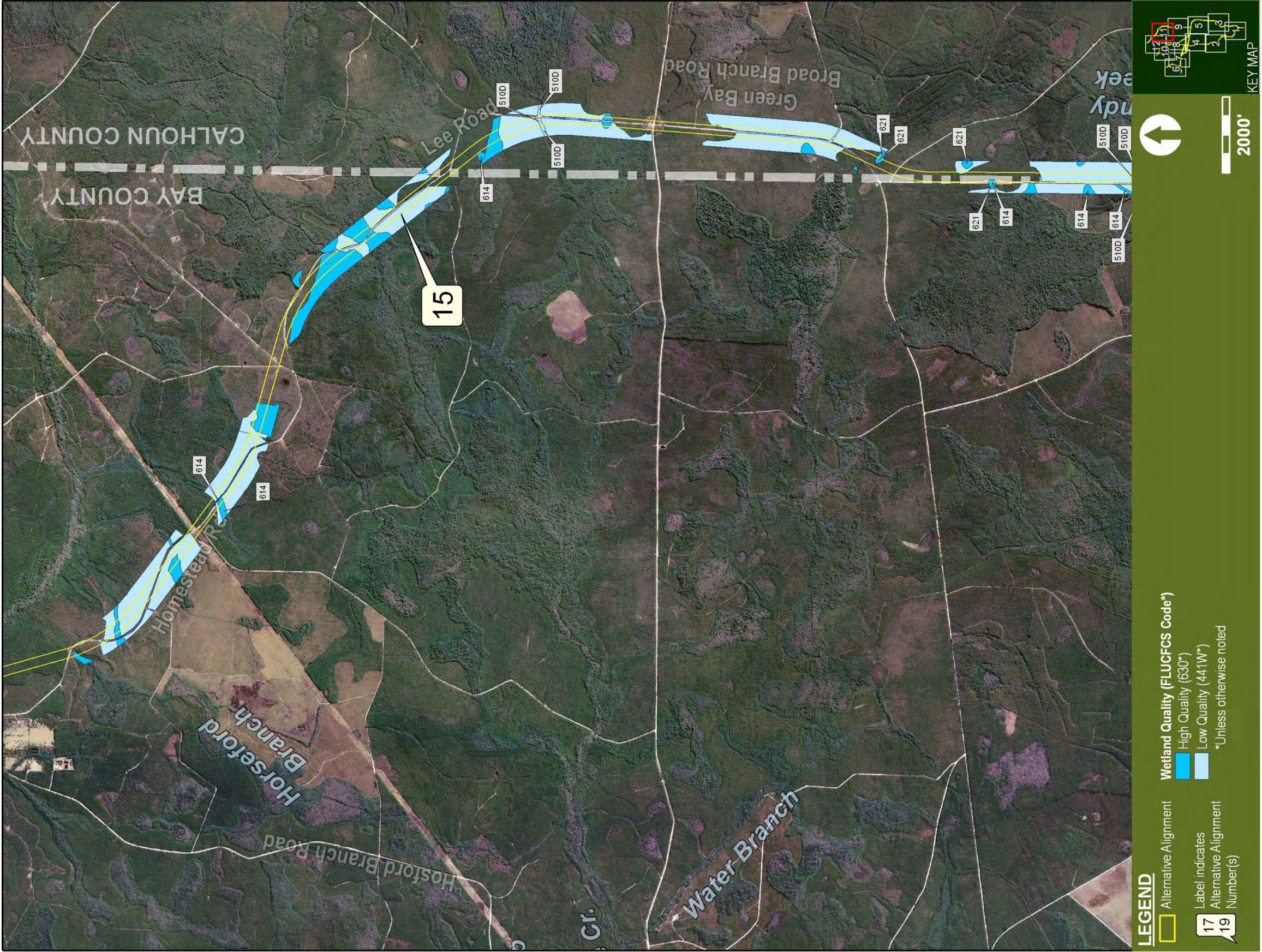
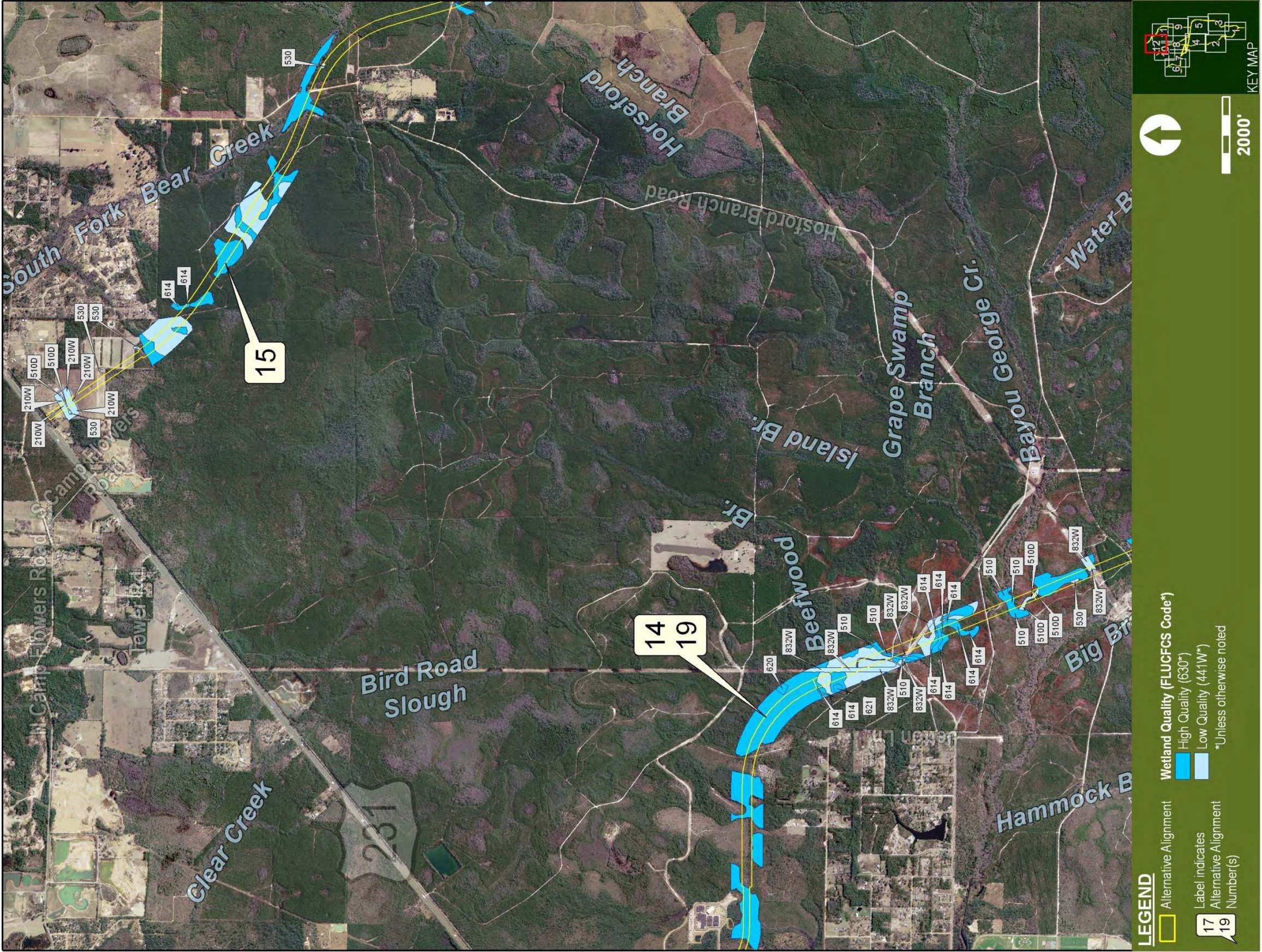


Figure 37 Wetlands



APPENDIX F

Water Quality Impact Evaluation

Exhibit A

WQIE CHECK LIST

Project Name: Gulf Coast Parkway

County: Bay, Gulf and Calhoun

FIN (Financial Number): 410981-2-28-01

Federal Aid Project No: N/A

Short project description: The proposed Gulf Coast Parkway is a new roadway that would connect US 98 in Gulf County to US 231 in Bay County. The roadway would be located on both new and existing road alignments within a 168 to 250 foot wide right-of-way, depending on the typical section. Some segments would be constructed as a four-lane divided road while others would be constructed initially as a two-lane road within sufficient right-of-way to allow for expansion to four lanes when traffic demand warrants. In the rural areas, the typical section will provide a 12-foot wide multi-use trail. In the urban areas, a curb and gutter section with bike lanes and paved sidewalks will be provided.

PART 1: DETERMINATION OF WQIE SCOPE

☒ Does project increase impervious surface area? ☒ Yes ☐ No

☒ Does project alter the drainage system? ☒ Yes ☐ No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

☒ Do environmental regulatory requirements apply? ☒ Yes ☐ No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: Ranges from 1,200 to 53,111 depending on alternative and the location _____ Expected speed limit: 65 mi/hr

Drainage area: Total project area varies depending on alternative:

661-1168 acres 60 % Impervious 40 % Pervious

Land Use: 5 % Residential 2 % Commercial _____ % Industrial

62 % Agricultural 31 % Wetlands _____ % Other Natural

Potential large sources of pollution (identify): _____

There were 19 potential pollutant sources identified near the project. Of the 19, only six were within 500 feet of any of the five proposed alternatives. These sites were given a

risk ranking. These rankings are No, Low, Medium and High. Of the 7 near the project 5 sites were ranked low, 1 site was ranked medium.

Groundwater receptor (name of aquifer or N/A): Surficial Aquifer, Intermediate System and the Floridan Aquifer

☒ Designated well head protection area? ☒ Yes ☐ No Name: _____
☒ Sole source aquifer ☐ Yes ☒ No Name: _____

Groundwater recharge mechanism:

Infiltration

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): East Bay, Deer Point Lake, Bayou George Creek, Bear Creek, and Callaway Creek

☒ Classification ☒ I ☒ II ☒ III ☐ IV ☐ V

Special designation (check all that apply):

☐ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River
☐ Special Water ☒ SWIM Area ☒ Local Comp Plan ☐ MS4 Area
☐ Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

☒ Swales ☒ Curb and Gutter ☒ Scuppers ☒ Pipe ☐ French Drains
☒ Retention / Detention Ponds ☐ Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for Regulatory criteria (attach Copy of pertinent pages)	Most stringent criteria (check all that apply)
USEPA <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FDEP <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WMD (Specify) <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
OTHER (Specify) <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PART 4: WQIE DOCUMENTATION

- ☐ Water quality is not an issue.
- ☐ No regulatory requirements apply to water quality issues
(Document by checking the “none” box for water quality in Section 6.C.3 of the *Environmental Determination Form* or Section 5.C.3 of the SEIR.
- ☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by Florida Department of Environmental Protection, an authorized regulatory agency.
(Document by checking the “none” box for water quality in section 6.C.3. of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Christopher Hack
Office: ATKINS, TALLAHASSEE
Signature: Christopher Hack Date: 10/8/2012